

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NOVEMBER 1955

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1955 Navpers-0 NUMBER 465

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• **FRONT COVER: TEAM MATES AT SEA**—Representing the close relationship of Marines and Navymen in preserving the freedom of the seas and our country are SGT Wayne B. Winebrenner, USMC, and Gustave A. Clavsen, CT3, USN.—Photo by W. J. Larkins, PH2, USN.

• **AT LEFT: HERE SHE COMES—THERE SHE GOES.** Unusual fore and aft view of USS Norfolk (DL 1) first of new type destroyer leaders, now classified as frigates, to join the Fleet, is a composite photo of bow and stern views.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



NAVY MOVIE MEN play an important part in training today's sailors with the audio-visual aids they produce.

Navy Training Films Underway —

'Lights! Camera! Action!'

IN A LITTLE WORKSHOP in West Orange, N.J., in the late 1800s, the trend of today's Navy training program was born. It was in this workshop that Thomas A. Edison invented his Kinetograph, the first motion picture machine to use roll film.

Thomas Edison has, of course, made other direct contributions to the Navy: He was a consultant to the Navy during World War I; his son, Charles, was Assistant Secretary and later Secretary of the Navy in the late '30s and early '40s. But when Edison demonstrated that sound and motion pictures could be synchronized, it was the beginning of sound motion pictures—and a vast amusement industry. Another of the many results of this development was the Navy training film program.

Motion pictures are a big factor in training the present-day sailor. Everybody from young seamen and old salty CPOs to junior officers and even flag officers is furthering his skills and knowledge through the use of this audio-visual medium.

In contrast to the predominance of the motion picture in the training set-up today was its absence before 1940. Although the Navy has used photography since its invention, it was only

in 1941 that the Navy took steps to increase photographic facilities.

It was in this year that plans for the construction of the birthplace of all Navy training films, the Naval Photographic Center, Anacostia, D.C., were drawn. This huge, three-story, red brick building was built in 1942 and is now the heart of naval photography. In its more than 100,000 square feet of space are concentrated the finest photographic equipment available today.

Guiding the work produced by the Naval Photographic Center at NAS Anacostia is a team of the best artists, writers and technical experts the Navy can muster, headed by NPC's present skipper, Captain C.H. Clark, USN, and his exec, Commander John S. Harris, USN.

The biggest unit in the NPC organization is the Motion Picture Department. The unit could easily be called the "father of Navy training films" since every Navy film of this type is channeled through here.

During the last fiscal year, this department processed 350 Navy training films. NPC didn't, of course, make them all. With a staff of only 198 Navymen and 66 civilians, the department could not be expected to carry the huge workload. It would be

akin to one studio producing all of Hollywood's movies if NPC produced every Navy film. Instead, NPC produces about 20 per cent of the Navy's training films and contracts for the other with commercial firms.

Ideas for new training films, or revisions of old ones, may come from just about any quarter. The originator might be an instructor or a training officer, or the idea might spring from one of the bureaus or offices. The sponsoring bureau or office then sends the request to the Navy Film Production Board of Review. This board has the final word as to whether or not the film is produced.

Upon approval by the Board, the production of the film is assigned either to a commercial movie producer or to the Motion Picture Department of NPC.

Regardless of who gets the job, a project supervisor is assigned to every Navy film. He'll be the producer-director until the film is completed. At present, there are 24 project supervisors handling a total of 427 projects.

"The production of Navy training films by commercial outfits is an economical method," stated the head of the NPC Contract Division. "Besides being low-cost, these companies pro-

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vide the Navy with the industry's latest ideas, methods and techniques.

"On the other hand, the movie-making industry has picked up many ideas and techniques originated by the Navy," he added. "One of the latest was the adoption of the filmagraph process developed by the Navy."

The filmagraph is quite a contrast to more conventional motion pictures. Both still pictures and art work are photographed on motion picture film. Voice narration, optical and sound effects are then added. The result is a "slide-motion picture"—cheaper to produce than a true motion picture and easier to use than the troublesome phonograph records that usually accompany film strips.

If NPC is assigned production of the film, the starting point is the Scripts Preparation Division. The script, along with the artist's storyboard becomes the production plan.

After the script is approved, the art and animation section will make drawings to illustrate the story. Overlay drawings, known as "cels," are photographed, one frame at a time on the animation camera. Since sound movies are filmed and projected at 24 frames per second, it will take quite a number of "cels" to make one minute's screening.

Some live shooting may also be required by the film. Many times an NPC camera crew is sent out on location to shoot the necessary footage. It might take them to a research lab, proving grounds, carrier or destroyer. Sometimes, a Fleet Camera Group will shoot the required number of scenes.

In many cases though, the camera and stage crews never leave the cool confines of the Photo Center. Much of the live shooting can be done in NPC's Sound Stage.

This huge stage was built contrary to the advice of the best experts in the movie-making industry. "You'll never be able to build a soundproof stage on an air station, with bombers and fighters landing and taking off not more than 500 feet away," they warned.

That just made the challenge more enticing to the photographers and engineers. The sound stage was constructed and has proved its worth. The stage is actually a building within a building. It is entirely separated from the NPC building, having its own foundations and being com-

pletely insulated from the other building.

Outside sounds cannot penetrate the walls of the stage. It's possible to continue shooting and recording while a four-engined aircraft is revving up its engines on the runway in front of NPC. The only sound the Navy producers found that entered the stage came from the air conditioning unit. This was solved simply by turning the cooler off.

But in doing so, this created another problem. With the terrifically hot lamps used to light the set, the temperature would soar. So before any shooting is done, the air conditioner is turned up and the temperature in the stage drops to about 65 degrees. In that way, the NPC movie makers can shoot for several hours before the room heat becomes unbearable.

Scene designers can create sets that are authentic down to the last rivet. The wardrobe pictured in one of the films you saw recently might well have been shot at the NPC sound stage.

Many of the scenes in training films, however, are the real McCoy. Maybe they were shot a couple of years ago, but they're still available, thanks to NPC's huge Film Library. Just about any Navy scene you can

think of can be found right there.

Some 40 million feet of exposed film are stored in the temperature- and humidity-controlled vaults of the library. All film footage exposed by photographers throughout the Navy is stored here and index cards are kept on each scene. What's more, some 150,000 feet of film are added each month to this collection.

You've undoubtedly seen some of the films stored in the Film Library. Almost all commercial movie makers have used some of the stock footage. Eighty per cent of the film used in the now famous television series "Victory at Sea" was obtained from the NPC Film Library. The coming television show, "Navy Log," has taken some 20 per cent of its film from the stock footage at NPC.

If a particular training film requires shipboard scenes, the NPC library will be checked first, to see if the necessary footage isn't already available.

The Processing Division is the next step for our training film. All exposed footage is sent to this division. The only exception is color film, which is processed commercially.

Chemicals for the processing machines are mixed in huge vats in the mixing room on the deck above the

FOOTAGE FOR TRAINING FILMS is supplied by whitehat moviemakers at Naval Photographic Center and Fleet camera groups, or Center's film library.





SOUNDS OF ALL KINDS are kept in library. Here, sound track is checked on reader. Below: Temperature charts of film developer and dryer are checked.



MOVIOLA MACHINE is chief tool of motion picture editor. The film is cut, spliced, rehashed, dubbed on this device until it reaches desired finished form.



duce a positive print with a constant color tone.

The positives are printed, processed and then sent to the Editorial Division where the film begins to take shape. The Film Editor, working with the Project Supervisor, begins cutting, splicing and rehashing to smooth the film into the form that you will eventually see. This division also selects the music and any sound effects that will be used.

The music and sound effects are recorded on film sound tracks. If, for example, the sounds of an F4U fighter taking off are needed, the sound effects section of the division will go into its library and get the required sound track. Two rated musicians, a chief and a first class, handle the music assignments.

"We have everything from Bach to boogie," related the chief. "When a film comes in, we select the background music, if the type of music desired isn't already indicated.

"We keep index cards with all the pertinent information on the music we have recorded here," he added. "Among the things we have to check are possible copyright violations.

"A good example," explained the chief, "is the Navy theme 'Anchors Aweigh.' Every time we use that music in a film, we have to get permission from a firm in New York, since they still own the copyright."

All music and sound effects are synchronized to the film by the Sound Division. If any special sound effects are needed, this division will come up with it.

If the sound is not readily available, a sound crew will often be sent into the field to record the sounds. One of the few sounds NPC *didn't* have, surprisingly enough, was the explosion of an atomic bomb. Although they had thousands of feet of film of these A-bombs going off, they had no sound. Maybe you thought you heard the actual sound of the atomic bomb going off in the movie "Operation Crossroads," but you didn't.

"The sound you heard in this film was a combination of 16-in. rifles, 8-in. rifles, and rockets being fired, plus just about every other type of explosive sound in the library," revealed the NPC sound expert. "The men in the division did such a good job that even the best sound experts in the industry thought it was the real thing."

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and music selected, together with the recorded commentary, the Sound Division blends them onto a single sound track at the Master Mixing Console in the Main Theater.

After the final acceptance screening, the necessary number of prints of the finished film are produced and turned over to the Bureau of Naval Personnel or Aeronautics for distribution.

It takes approximately six months, from the time of approval by the Film Production Board until the final acceptance screening, for NPC to produce a training film.

The production of training films represents the biggest workload for the NPC Motion Picture Department. But other types of films, such as public information films, technical film reports, "attitude" films and "services" are produced by NPC.

A "services" film is usually a one-shot deal produced for some particular ship, station or bureau. The number of prints required is usually five or less and the intended viewing audience is limited. Normally, this type film does not require sound or narration, hence it is quickly produced.

If you've been to a Character Guidance lecture, then you've more than likely seen an "attitude" film. These films dramatize decency, morality, understanding, and the American way of life.

The technical film report is a silent film, or a composite picture and sound film recording of a test or operation. These films are used primarily for review or study by scientific, engineering, or technical personnel. They are produced for experimental or record purposes.

All public information films are also produced by NPC. Unlike the training film, the PIO film is intended to entertain and inform. "The Annapolis Story" is a sample of the many films in this category.

You've probably seen some of these movies at your ship or station theater and possibly over television. If you haven't seen any lately, they're easy enough to obtain. You can borrow them from most of the Naval District public information film libraries. High schools, colleges and non-profit organizations also make use of these films.

Navy training films are also seen by more than just the U.S. Navy. Many are being shown to naval personnel of countries using U.S. Navy

equipment under the Mutual Defense Assistance Pact.

Also, training films produced by or for NPC are frequently selected for showing in the annual film festivals in Edinburgh, Scotland; Venice, Italy; India, France, Holland and South America. The showcase at NPC is filled with plaques, medals and certificates that Navy training films have won in competition at these festivals.

The Naval Photographic Center now leads all other armed forces and government film-producing agencies in the number of international film awards won. Some 13 government agencies annually participate in these foreign film exhibitions.

One of the most recent NPC productions to be selected for showing at this year's film festivals at Edinburgh and Venice is "The Origins of the Motion Picture."

This training film was produced by NPC to meet instructional needs of the Naval Photographic School at Pensacola, Fla. The 20-minute film also provides professionals in the industry with the background information on man's search for ways to photography action.

The story is told by means of still photographs, original artwork, stock motion picture footage, some reproduced from paper film, and live photography.

Other films that have been outstanding hits are "U.S. Naval Photography in Science," and a dental film "Complicated Exodontia." Both received First Place Silver Medals in



HOME OF NPC is this modern red brick building located at Anacostia Naval Air Station, Washington, D. C.

the Venice Festival. Usually, some thirty or more foreign countries show their best films at these festivals.

The only motion pictures the Navy enters in these festivals are those produced as training films or for information. Since entering national and international competition, 16 Navy films have won 19 awards.

The most outstanding achievement earned by the training films, however, is their high position in the Navy's training program. These films have speeded and improved instruction in just about every phase of naval education.

Rudy C. Garcia, JO1, USN.

ON LOCATION camera party crews shoot scenes of Navy activities that cannot be duplicated in the huge sound stage at NPC's home port at Anacostia.



How are the movies chosen? During fiscal year 1955 (1 Jul 1954 to 30 Jun 1955) there were 356 feature



A random sampling was made of

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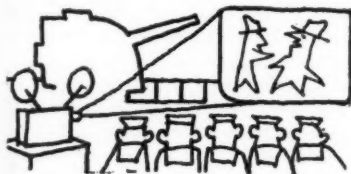
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the available Navy Motion Pictures Exhibition, Transfer and Inventory Records (NavPers 3046) of seven ships operating in the Mediterranean and seven ships operating in the Western Pacific during the spring of 1955. Based on the ratings listed in a motion picture trade magazine, the films shown by these ships were given a numerical rating to determine their average ratings as follows: Superior—5 pts; Excellent—4 pts; Very Good—3 pts; Good—2 pts; Fair—1 pt and Poor—0 pts. The results were as follows:

Ship	No. of Showings	Average Rated Rating
For the Atlantic Fleet:		
USS Randolph (CVA 15)	79	2.54
USS Intrepid (CVA 11)	66	2.79
USS Newport News (CA 148)	54	2.78
USS Worcester (CL 144)	49	2.59
USS Vesale (DDR 878)	45	2.71



USS McGowan (DD 678)	44	2.68
USS Requin (SSR 481)	19	2.89
For the Pacific Fleet:		
USS Sterlet (SS 392)	31	3.07
USS Diachenko (APD 123)	34	2.81
USS Hamilton County (LST 802)	30	2.86
USS Silverstein (DE 534)	35	2.92
USS Catamount (LSD 17)	34	2.50
USS Shelton (DD 790)	25	2.47
USS Taylor (DDE 468)	38	2.38

This random sampling of the films shown to the seven Atlantic ships showed an average of 2.69 while the average rating of films shown to seven ships in the Pacific Fleet was 2.71. The average of all films leased by the Navy for the year was 2.70. This indicates an average closer to *Very Good* than to *Good*. This representative rating compares favorably with the 2.37 average of all movies shown in stateside civilian theaters.

Here's another question that comes up. What about the wide screen films, and when will they be available to ships? During the past year about 10 to 15 per cent of the movie output was for the wide screens and, except for the films produced by one company, these pictures were made available to the

Navy in standard 16-mm. prints. However, the proportion of wide screen productions is increasing and may reach as high as 40 per cent in total output in the near future. It has been apparent that the Navy will have to convert to be able to show 16-mm. wide screen prints. But conversion is not a simple matter on all Navy ships.

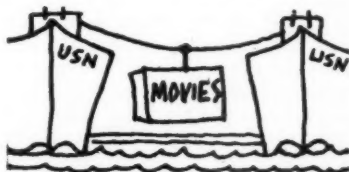
Unfortunately the only 16-mm. lens which is commercially available for showing wide screen pictures is a two-inch anamorphic lens. This lens cannot be used at a projection distance of less than 10 feet and, further, it provides one foot of width on the screen for every 2.6 feet of projection distance.

All this means one thing—that the lens can be used in ships only under certain limited circumstances. Other types of lenses will be required for many types of ships in the Fleet. That accounts for the delay in conversions.

However, the Bureau of Ships is making a survey of all types of ships so that the necessary anamorphic lenses, together with wider screens, may be purchased. The target date for complete conversion to 16-mm. wide screen projection is 1 Sep 1956, but it may be accomplished several months earlier.

As you will note from the foregoing, each movie that you see aboard ship or at your overseas station, involves two big factors: procurement and distribution.

- From the standpoint of procure-



ment, the Navy has picked the best there is available.

- As far as distribution is concerned, the statistics show that ships in the Fleet are receiving the best pictures available, well above the over-all average.

- And within the next six months, with the installation of wide screens both in ships and at overseas stations, the Navy motion picture program will continue to be the best possible.

— Ted Sammon.

HERE'S YOUR NAVY

A stranger going aboard the submarine base at either Pearl Harbor or New London, Conn., might well wonder if the Navy has gone in for building silos as each of these bases boasts a tall round building, very similar in shape to the farmer's standby for crop storage. However, the submarine



forces' buildings are for a vastly different purpose, providing, instead of food, a method of training crew members of submarines in a realistic escape system.

The two buildings, known as escape training tanks, are roughly 136 feet tall with a cupola on top which serves as an observation station. The inside of the building is a water tank where the future submariners learn, under actual conditions, how to make an escape from a submarine.

From escape locks, situated at 100-



50- and 18-foot levels, the students move into the tank with the famed Momsen lung and guide their way to the top of the water by means of a line suspended from the center of the tower. While the students are moving up the line they are under the constant observation of instructors, located in one of three diving bells in the tank. Free ascent training (without use of Mom-



sen lung or line) is also given on a voluntary basis.

In addition to the future submariners, divers and Underwater Demolition Team men are given training in their specialties, keeping the tanks among the busiest places at either base. Recently it was disclosed that the tank at Pearl had had more than 300,000 ascents made during its 22 years of service, averaging about 1200 per month.

THE WORD

Frank, Authentic Advance Information
On Policy—Straight from Headquarters

• **APPOINTMENT OF WOs** — Seventy-eight chief petty officers and eight first class petty officers have been appointed to the temporary grade of warrant officer, W-1.

The 86 appointments are a portion of the total of 292 warrant officer, W-1, appointments previously authorized, and are in addition to the 96 recently announced. The appointments are effective upon acceptance, and have been forwarded by individual letter.

The remainder of the 292 appointments authorized will be issued as administrative requirements are met.

• **WASHINGTON BONUS** —The State of Washington has reminded all legal residents that the World War II bonus deadline is noon 31 Dec 1955, and that application forms for the Korean bonus are now available.

Eligibility for both bonuses is based on one full year's *bona fide* residency or citizenship in the State of Washington immediately prior to entry on active federal service. For the WW II bonus you must have served in the armed forces at some time between 7 Dec 1941 and 2 Sep 1945; for the Korean bonus you must have been in service in excess of 89 days between 27 Jun 1950 and 26 Jul 1953.

Requests for application forms should be forwarded to: Cliff Yelle, State Auditor, Division of Veterans' Compensation, Olympia, Washington.

State officials have emphasized

that the WW II bonus law prohibits acceptance of claims for that bonus after 1200 on 31 Dec 1955. No deadline for Korean bonus claims has been announced.

• **NON-DISABILITY RETIREMENT** — All officers requesting non-disability retirement are urged to submit their requests three months in advance of the desired retirement date and to forward a report of physical examination as an enclosure to the request. The Bureau's Retirement Division points out that BuPers Inst. 1811.1, with attendant changes, gives full information on non-disability retirement of officers and warrant officers, including the requirement that a successfully completed retirement physical report be received by the Chief of Naval Personnel at least one month (and not more than three months) before the requested retirement date.

Since requests for voluntary retirement cannot be forwarded to the Secretary of the Navy for final action until the physical report is received, delay in forwarding this report has frequently resulted in delayed retirements.

• **SICK LEAVE**—Active duty Navy and Naval Reserve officers and enlisted men who are patients in Veterans Administration hospitals may now be granted sick leave for periods not to exceed 30 days at any one time.

Such patients were previously excluded from provisions under which

active duty Navy and Naval Reserve officers and enlisted men are granted sick leave from U.S. Naval Hospitals.

Under the new procedure, the sick leave may be granted by managers of Veterans Administration hospitals located in the continental United States, solely for therapeutic purposes upon recommendation of competent medical authority.

• **OBLIGATED SERVICE**—As a result of the passage of the Reserve Forces Act of 1955, Public Law 305, (84th Congress), all Navymen who first entered military service on and after 10 Aug 1955 will incur a six-year military obligation. *This applies to all Regular Navy and Naval Reserve men, as well as those accepting initial appointment or entering officer candidate type programs.* The provisions of this Act, as set forth in Nav-Act 4, do not apply to women. The status and obligations of those individuals already members of the armed forces before 10 August remain unchanged.

This means that, on and after 10 Aug 1955, all initial enlistments of men into the Naval Reserve will be for a period of six years, during which time enlistees will be required to perform two years' active duty.

All new enlistees will be required to sign the statement below before taking their oath:

Prior to enlisting in the Navy or Naval Reserve I (name) understand that,

(1) I have obligated myself to serve a total period of six years in the Naval service of the United States and that upon completion of this obligation I will be eligible for discharge.

(2) Upon completion of active duty in the Navy or Naval Reserve I will be placed in or remain in the Ready Reserve if eligible therefor.

(3) Service in the Ready Reserve will be for a period which when added to my active duty will total



IN TURKEY SEASON, ALL HANDS won't be as scarce as hen's teeth if you share your copy with nine others.

All-Navy Cartoon Contest

The judges had a hard time making a final decision, but here are the names of those they chose as final winners of the All-Navy Cartoon Contest in the order in which they placed:

- William H. Gwin, PHAN, VP 21, NAS Brunswick, Me.
- James H. Mesa, LTJG, uss *Ulvert M. Moore* (DE 442).
- Muirrel A. Anderson, HMC- (SS), 9th MCR&RD, Chicago, Ill.
- Neil F. O'Connor, ACC, NAS Anacostia, Washington, D.C.
- Neil F. O'Connor, ACC, NAS Anacostia, Washington, D.C.

Runners-up selected for honorable mention were, in the order in which they placed:

- John F. McNeil, ET1, USN & MCTRC, Waterloo, Iowa.
- Neil F. O'Connor, ACC, NAS Anacostia, Washington, D.C.
- Theo H. Tennant, YN1, NavRecSta, Los Angeles, Calif.
- Walter P. Duensing, HM1, U.S. Naval Hospital, Bainbridge.
- Lindy U. Johnson, YN1, NavRecSta, Washington, D.C.

Additional names of those whose entries gave the judges considerable difficulty but were ultimately eliminated will be listed in the December 1955 issue of ALL HANDS, together with a selection of the winning cartoons and other details of the contest.

five years' satisfactory service on active duty and in the Ready Reserve I will be eligible for transfer to the Standby Reserve and if I apply I will be transferred to the Standby Reserve for any remaining portion of my service obligation.

(4) I understand that the provisions of law require satisfactory participation in the Ready Reserve unless relieved of such participation by competent authority. Such participation may be satisfied annually by not less than 48 drills and not more than 17 days' active duty for training or an alternative of 30 days' active duty for training or other appropriate Reserve training as may be authorized. Failure to carry out prescribed training may subject me to involuntary call to active duty for not more than 45 days.

The following methods are available in the Navy for completing military obligations:

By enlistment in the Regular Navy for six years.

By enlistment for minority or four years in the Regular Navy, which method requires a total of five years on combined active duty and satisfactory service in the Ready Reserve with remainder of obligation in the Standby Reserve.

By enlistment for six years in the Naval Reserve which method requires two years on active duty plus four years on inactive duty in the Reserve, three of which must be in the Ready Reserve.

• **TEMPORARY OFFICERS** — Recent legislation by Congress affects the retirement of temporary officers in the grades of ensign and above who have or will twice have failed to be selected for temporary promotion.

Congress has passed certain amendments to Public Law 305 of the 79th Congress which grant temporary officers whose permanent status is enlisted the same retirement benefits upon completion of 20 years' active service (of which at least 10 years are commissioned) as are presently afforded Regular and Reserve officers.

Unless the needs of the service require otherwise, temporary officers in the grades of ensign and above whose permanent status is in a warrant or enlisted grade and who have twice failed to be selected for temporary promotion will fall into one of the following categories:

1. If they are eligible for retirement they will be given the option of retiring or reverting to their permanent status on a date to be effective not later than 30 June of the fiscal year in which they failed.

2. If at the time they fail to be selected the second time they are within two years of attaining eligibility for retirement, they will be retained on active duty in their present grade, subject to needs of the service and at discretion of Chief of Naval Personnel, until eligible to retire.

3. If they have less than 18 years of active service they will be reverted to their permanent status not later than 30 June of the fiscal year in which they fail to be selected the second time.

In any case, a minimum of four months' advance notice will be provided individual officers prior to their being subject to mandatory retirement or reversion as outlined in BuPers Inst. 1800.1.

QUIZ AWEIGH

With this month being the 180th anniversary of the Marine Corps, see what you know about some of the equipment and insignia of the Leathernecks in this quiz.



1. This aircraft, although now obsolete, remained in service longer than any other type fighter in military history. It is an (a) F8F Bearcat (b) F4U Corsair (c) F9F Panther.

2. This fighter plane, the first to house a 2000-horsepower engine, was made especially famous by Colonel Gregory "Pappy" Boyington's famed Black Sheep Squadron. It was the first prop-driven fighter plane to fly faster than (a) 400 mph (b) 500 mph (c) 600 mph.



3. This Marine is firing a (a) hand-carried rocket launcher (b) rifle grenade (c) high powered rifle with flash shield.

4. If you know your firearms, you'll recognize the rifle as a specially equipped (a) .30 cal. carbine (b) '03 Springfield (c) M-1 Garand.



5. Surely you recognize the stripes of a master sergeant. But look closely and you'll see that the one on the left has a diamond in the center. In the Marine Corps, this designates a (a) Sergeant Major (b) First Sergeant (c) Regimental Sergeant.

6. On the right, there are the same number of stripes on the chevron, but there is a star in the middle. This is the Marine Corps' insignia for a (a) Sergeant Major (b) First Sergeant (c) Regimental Sergeant.

You'll find the answers to this month's quiz on page 44.

Scouting for Talent to Run Navy Ships

THE CHIEF STUCK his hashmarked arm out of the station wagon's window, then made a sharp left-hand turn onto a small dirt road. The wagon rattled, dust rose through the floorboard as the chief drove past fields of green corn. A few miles farther on he made another turn onto an even narrower road before finally reaching his destination, a farm house nestled on the side of a hill.

A welcoming committee, consisting of a goat, two dogs and four small children, were standing on the porch. After making inquiries from the lady of the house, the chief pulled his cap down tight on his head, and set out in search of the "south forty." Over a hill and through an orchard of apple trees he found what he was looking for, a man and a youth standing by a stalled tractor.

The three exchanged "Howdys," and then the chief nodded his head toward the stalled tractor, "What seems to be the trouble?"

"Don't rightly know," replied the older of the pair, "but I've sure got to get it going soon. Neither my son nor I can find out what's wrong, and it's costing me money."

The Navyman peeled off his blue blouse, rolled up his sleeves and mounted the tractor. His head dis-

appeared in the innards of the mechanical monster, emerging only to ask for tools. After 30 minutes of tinkering and hoping, he asked the farmer to try to start it.

The tractor came in on cue, kicking over on the first attempt. A few more adjustments by the chief and it was purring like an oversized kitten.

A smile, that was nearly as wide as the nearby river, spread across the farmer's face. Then the chief brought up the purpose of his visit—the father's signature was required on a set of consent papers, needed to recruit a man less than 21.

The farmer looked at his son and the chief with a suspicion of laughter in his eyes. As the son nodded his head, he finally signed the papers. Thus another young man joined the U. S. Navy.

That scene, or its variation, takes place every day across the U. S. as the "bush beaters," or Navy recruiters, go about the business of signing up new recruits into the sea service.

Serving in cities both large and small, from A to Z, or Ada, Okla., to Zanesville, Ohio, the recruiters have the nearest thing to independent duty there is in today's Navy. They are all either chief or first class petty officers who have been chosen from

a long list of applicants. All are top hands, career men, thoroughly schooled in recruiting and are men who can do many jobs.

Versatility is a must in recruiting. A chief gunner's mate in a substation, for example, may well be pounding a typewriter one minute, driving or repairing an automobile the next and then half an hour later be busy pushing a broom, cleaning up his small office and keeping it shipshape in true Navy style.

A recruiter never knows when he might be called upon to tackle a job that is not generally thought of as "in his line." Harry D. Segars, ENC, usn, the recruiter at Jasper, Ala., got a graphic illustration of this point one day as he was making his rounds. He had stopped at a local radio station to hand out spot announcements designed to encourage the young men of Alabama to visit the Recruiting Station, and had arrived right in the middle of an emergency. One of the regular announcers had come down with a bad cold and wasn't there to give the mid-day newscast.

Segars was pressed into service. In a few minutes he found himself on the air giving the mid-day news to the community. All went well through the broadcast until he found that he had a few seconds of spare

RECRUITING CHIEF R. B. Driver, BMC, USN, talks up the Navy to interested visitor to his mobile station.



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time. The chief took care of that problem in nimble fashion. He quickly threw in his own ad-lib that went like this, "If your cotton crop this year isn't all that it should be, come on down to the U. S. Navy Recruiting Station in Jasper and talk it over with your Navy Recruiter."

In addition to radio shows the recruiters may often be called upon to appear on television programs, give a talk at one of the local civic organizations or to a group of senior high school students.

Their duties seldom follow an 0800-to-1630 routine and often they end up working after they have shed their uniforms and shifted into civilian clothing for a night of relaxation.

In spite of the wide range of projects recruiters are called upon to take part in, they have one prime aim: to fill their quota every month. Everything else is aimed at helping, in some manner, to keep the recruits rolling into the office and from the office into the Navy.

The recruiter's appearances at civic meetings may impress a father whose son is nearing the age for military service. As a result, the father will pass on his observations to his son, resulting in another youngster's visit to the station. While many of the jobs performed may result only in intangible benefits, they induce a feeling of good will that proves just as important as direct contact with a prospective enlistee.

One of the most important facts that every Navy recruiter must remember in connection with his daily meetings with the public, is that in most cases he represents the entire Navy to the people in his area. Most recruiters are located far from any naval activity and the civilians in the area can only judge the Navy as a whole by the actions of the individual recruiter. In addition, they depend upon him for any information about the Navy, either historical or current.

Thus the recruiters must be up to date on the modern Navy, alert to changes and new weapons. They must also be sharp in dress and manner. To that end the Navy has just recently authorized a special supplementary uniform allowance for men on recruiting duty. This enables them to keep extra uniforms and look their best at all times.

One man who can vouch for the need of a supplementary uniform allowance is H. E. Roberts, GMC,



ENLISTED RECRUITERS are the men upon whom the Navy's system depends. Here, recruiter makes double play as he fingerprints product of day's work.

USN, who got tangled up in a minor rodeo while getting a couple of young recruits squared away into the Navy.

Roberts had dropped by the house of the two prospects to find himself taking on a new kind of assignment. The youths were trying, without much success, to corral a good-sized

calf and load him into a truck.

After a mental check of his immaculate blues, Roberts joined in the fray. The three men finally got the calf up the loading platform, with a great deal of pushing, but there the young bull called it quits and wouldn't budge.

There was only one way out of

NEXT STOP BOOT CAMP. To sign up teenagers and sell the Navy to the public, recruiters must have a wide knowledge of the Navy today and its history.





PARADE FLOATS and mobile displays help make the populace Navy-minded and tell benefits of Navy career.

the problem. The three grabbed the calf and lifted him kicking into the truck. By the time they were finished the chief's blues looked as though they had been through a battle, which indeed they had.

After a shower and a change of clothing Roberts reported to his office. He found the boys waiting, still in overalls and sweat shirts, all ready to sign up.

All it had taken was a cleaner's bill and an afternoon's work. That is a pretty good return for any recruiter.

Today's recruiting organization is a far flung outfit with a total of 433 different stations. Of this total 390 are substations, in which two chiefs or a chief and first class petty officer constitute the total force.

The main stations are manned by a larger group of men and women including clerical, administrative and other rates needed plus officer personnel. The main stations are usually found in the larger cities and have facilities for testing the recruits as well as giving them the needed physical examination for acceptance.

Over-all responsibility for recruiting originates in the Bureau of Naval Personnel where a special division takes care of the needed planning and paper work.

The important man in this whole structure, however, is the enlisted recruiter and the whole organization depends upon him.

Typical of these recruiters is Roy B. Driver, BMC, USN, who with his partner William R. Miles, TMC, USN, operates a branch recruiting office on the outskirts of Washington, D. C. Headquarters for the pair is a small 25-foot trailer, parked on a well-kept lot between two buildings on one of the main highways out of town.

Driver is a boatswain's boatswain, who has spent most of his naval career at sea. A tall, well built man, he knows the Navy like a book and has the knack of making anyone feel at ease in the first few minutes of a conversation, an important feature in the equipment of any recruiter.

The first of each month Driver receives an official notice from the Main Recruiting Office telling him

the desired quota for the coming month. As a general rule this station is given a quota of between 15 and 20 recruits a month or an average of one recruit for each working day. To fill the quota Driver and his partner live up to the name of "bush beaters," covering the southern part of Maryland and the suburbs of Washington for potential recruits.

"It would be easy," Driver says, "if we only had to find the right number of men and send them on their way, but we frequently come up with a number of applicants who can't meet the physical requirements or the Navy's qualification standards. I would say that we have to do the work on twice the number of men needed before we completely fill our quota."

Driver and Miles alternate on traveling, with one or the other on the road all the time. Once in the country the pattern for the "traveling man" follows much the same routine. He drives from one town to another, setting up shop in the post office. His coming has been announced and men who are interested

RECRUITERS ARE ACTIVE members of community affairs and (right) often get local assists for publicity.



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are usually waiting to talk with him. Those interested enough to make definite arrangements get advance papers filled out and a date for their trip to the recruiting office established.

When Driver and Miles finish at one stop they hop in their station wagon and head for the next, keeping an eye open for possible spots for recruiting posters or signs and always on the alert for a possible recruit. Since their station wagon is one of the "gray goose" Navy type, the man on the field trip usually is stopped several times along the way by interested civilians. These stops may be caused by someone's wanting to enter the Navy or by some veteran of the sea service who just wants to talk about his days in the "old Navy."

It is on this type of duty that Driver fills the bill for a perfect recruiter. He has a southern drawl, acquired in Tennessee, and a friendly courteous way to match it, and never does anyone leave the recruiter's vehicle with anything but a good impression of the Navy.

The man remaining in the substation office handles the paper work that has accumulated during his last trip around the circuit, which averages about 2000 miles per month, and talks to applicants who drop in or are scheduled for that day.

"The paper work sometimes scares new recruiters," Driver said as he pointed to a pile of forms. "We have to fill out all kinds of reports, type up several dozen forms and in general do a yeoman's job. At first I was a little leery of it myself, but after awhile it becomes routine."

Processing the recruits at sub or branch stations really isn't too bad,

as it is all preliminary work, with the main job of preparing records, fingerprinting, etc., taken care of at the main station. However, the men at the substation do their share.

Once Driver has completed the paper work on an applicant he takes him across the river into nearby Alexandria, Va., for a physical examination. He then takes the new recruit to the main recruiting station in downtown D. C. and leaves him in the hands of Navymen there for the swearing-in ceremonies and various other administrative details.

Driver also handles the publicity for his branch office by working up ideas for radio and TV shows, getting enough information on each recruit for a short story in his local papers, and appearing at various meetings where he presents the civilians with a first-hand account of the Navy.

"I've found," he said, "that recruiting is one of the hardest jobs in the Navy. You are on the go from morning till night, often working late and on weekends. However, it is also some of the most rewarding and enjoyable work I've ever done."

He drew a letter from his desk and chuckled, "We get a kick out of what some of the boys tell us about Navy life after they have gone through our office on their way into the outfit. Here's a sample: 'Dear Chief: As you know, one of the reasons I joined the Navy was because I liked the way the ships always appeared so nice and clean. You didn't tell me that I'd be keeping them clean.'"

Competition for assignment to billets such as driver's and other recruiters' is stiff. The requirements are such that only the best are chosen.

As a result the recruiting service is one of the topnotch outfits in the Navy today. If you want to apply, your best bet is to check with your ship or station yeoman and read BuPers Instruction 1306.20B and 1336.1A, as well as Article C-5208 of BuPers Manual.

Those are the governing regulations which set the requirements of service, aptitude and rate. As a general rule all CPOs and first class POs may apply for recruiting duty, men in the YN2, YN3, PN2, PN3 and HM2 pay grades are also eligible for duty in the main recruiting stations, as are all enlisted women.

Sea duty requirements are based on rate and follow the general requirements needed to be eligible for shore duty. However, you must have certain obligated service, enough to complete a tour of duty, or you will be required to extend or reenlist before being assigned recruiting duty.

Provided you meet the requirements and your name comes up on the top of the list, you then attend one of the two recruiting schools located at NTC San Diego, Calif., and NTC Bainbridge, Md. From there you receive your assignment to a recruiting district and at last to your actual station.

Once in the field you'll run into frustrations, unusual situations and long hours, and you'll feel like a very important cog in a large wheel. You, in short, will be Mr. Navy to the people in your area, a direct representative of the world's finest and largest seagoing outfit. Your job is to sell the Navy to teen-age boys of America. It shouldn't be hard, for if you qualified for recruiting duty, you must be sold on the Navy yourself.

—Bob Ohi, JOC, USN.

MAIN STATIONS, usually in big cities, have larger staffs. *Right: Local radio is important tool of recruiter.*



LETTERS TO THE EDITOR

Transfer Of Equipment To Scouts

SIR: While on my present tour of shore duty I have become interested in the Boy Scout movement and have been working with the Sea Scouts. Since we are so far away from a Navy town we are having trouble getting uniforms. I have heard that at certain discharge centers such as San Diego, Calif., they either sell or donate unclaimed uniforms. I would appreciate any information you are able to give me on this.—A. D. S., GMC, USN.

• "BuSandA Manual" authorizes the sale of certain articles of uniforms to the Sea Scouts Department when a request for the material on Boy Scouts of America form "Application for Material" is made and approved by the regional director. Such sales will be made only by activities carrying bulk stock for transfer.

The naval activities most likely to be disposing of clothing are the Naval Training Center, Bainbridge, Md.; Naval Supply Depot, Great Lakes, Ill.; and the Naval Supply Depot, San Diego Calif.

The Sea Scouts are considered eligible to receive surplus property by donation. However, all transportation costs must be borne by the recipient.

National Headquarters, Boy Scouts of America, New Brunswick, N. J., is furnished lists of excess materials available for issue to Sea Scouts and Boy Scouts by donation. Write to them concerning items in which your Scouts are interested.—Ed.

WO Category Changed

SIR: I am a chief Boatswain appointed from the rating of Air Controlman. My Flight Controller designator (712) was recently changed to that of Aviation Boatswain (711). I have heard that the new title of Aviation Operations Technician will be designated for warrants in my category. If this is true will a new specialty insignie replace the crossed anchors on sleeves, shoulder marks and shirt collars which are now used? Also, how will the Aviation Operations Technician, if one exists, be addressed? Will his rank remain BOSN or CHBOSN, or will there be a short form for the new title? — J.W.M., CHBOSN, USN.

• The story you heard is correct — at least to the extent that you are an "Aviation Operations Technician" instead of "Aviation Boatswain." For the present, you continue to wear the same insignie as heretofore. The question of what insignie you will ultimately wear has not been decided by the Permanent

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Uniform Board which has this matter under study at the present time.

For matters of appointment, promotion, precedence and the like, you will receive the designation of "Chief Warrant Officer, W-2." For other purposes, you will be "Chief Aviation Operations Technician, W-2."

You may find additional information in SecNav Inst. 1210.2.—Ed.

Facsimile Signature Stamps

SIR: I notice from signatures on service records and other personnel documents, that many naval activities are using facsimile stamps in lieu of actual signatures. Since personnel officers are required to sign thousands of documents monthly, I would like to know if the use of facsimile signature stamps, properly initialed, would be acceptable for documents not concerned with disbursement of monies.—P.E.M., PNC., USN.

• The use of facsimile signatures is governed by the provisions of Article 1608.2 of "Navy Regulations." Article



THE WORD IS PASSED from USS Coral Sea (CVA 43) by signalman using a 36-inch signal search light.

C-5304, "BuPers Manual" provides instructions for the use of facsimile signatures for the purpose of signing orders. Facsimile signatures are not acceptable in service records. Where provisions of the "BuPers Manual," or other instructions, specify signature of the commanding officer, executive officer or personnel officer, an actual signature is required.—Ed.

Filing Officers' Records

SIR: The yeoman first class test on 23 Aug 1955, included the following question: How are officers' records filed in the Bureau of Naval Personnel?

There were four possible answers listed: alphabetically, by signal number, by file number, or by rank. In all the study I have done, I have never seen the question answered. What is the correct answer, and where may it be found?—L.P., YN, USN.

• Article B-1101(2) of "Bupers Manual" contains the answer to your question. It states that a file is provided for each officer in the U.S. Navy. These files are maintained in file number sequence in the Officer Records Branch, Bureau of Naval Personnel.—Ed.

Special Sizes In Uniforms

SIR: I am six feet, six inches tall and weigh 230 pounds. Consequently I cannot buy uniforms to fit me in small stores. It is very costly to have specially tailored uniforms made. Is there any provision whereby I may receive a special clothing allowance to cover my expenses of having special uniforms made?—R.G.P., BM3, USN.

• "BuSandA Manual" (paragraph 42091) provides instructions for supplying unusual-size items of clothing and small stores. Your supply officer will requisition the unusual-size articles if you agree to pay for or accept checkage of pay accounts for the items.—Ed.

Saluting the OOD

SIR: I would like some questions answered concerning the rendering of the hand salute by the OOD which I have not been able to clarify in Navy Regulations.

Who salutes first when the executive officer returns on board and turns toward the OOD after both have saluted the national ensign?

Should the OOD salute the Exec if the latter returns on board in civilian clothes without a hat and for this reason does not salute? How about heads of departments such as the navigator or

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other officers who return on board in civilian clothes and uncovered?

Is it proper for an officer to come on board or leave the ship in civilian clothes without a hat?—A.D.H., CWO, USN.

• Article 2108 of "Navy Regulations" specifies that each person in the naval service shall salute the national ensign after which he shall salute the OOD. The officer of the deck as the living representative returns the salute to the colors and, as the commanding officer's representative, returns the salute to the quarterdeck. The person coming on board a ship of the Navy initiates both salutes. Note that no exceptions are made as to rank or dress in this procedure.

Article 2110 of "Navy Regulations" specifies that a person in the naval service not in uniform when saluting another person in the armed forces shall use the hand salute. Regulations do not say, however, that it is improper for an officer to board or leave a ship in civilian clothing without a hat.

By custom, though, naval officers normally wear a hat when in civilian clothes. Some commands issue local directives that officers in civilian clothes must wear a hat when boarding or leaving a ship. It is appropriate to salute when covered and wearing civilian clothes.

When officers in civilian clothes are not wearing a hat, saluting courtesies on boarding a ship can only be carried out by pausing and facing the colors momentarily, after which a greeting or nod to the OOD is in order. The OOD should return the salute in both cases.—Ed.

BAQ For Adopted Children

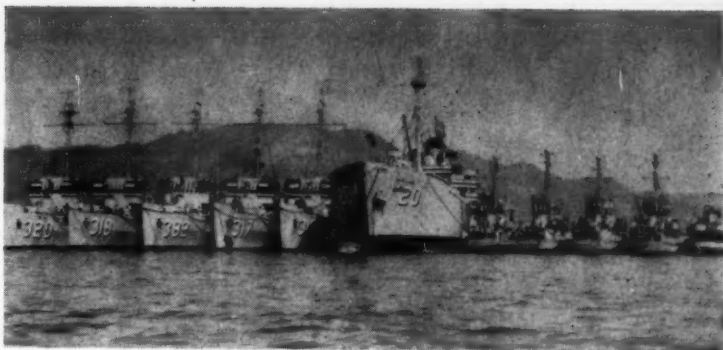
SIR: In the June issue of ALL HANDS, (p. 26) you state that a CPO will be allowed to receive BAQ for his child even though the adoption decree is not final.

I am in the same situation but the disbursing officer has not been able to find any authority for this. On what authority did you base your answer?—L. T. B., PHCA, USN.

• If your disbursing officer is in doubt as to the validity of the payment, he may withhold payment of the amount pending approval by the Director, Family Allowance Activity, Cleveland, Ohio, or the Chief of Naval Personnel.

If an application for BAQ is submitted by a CPO, or any other enlisted man, for an adopted child, and the interlocutory decree of adoption has in fact been entered, you may be sure your application will be approved. Also it may be well to submit with your application for BAQ a copy of the applicable court order.

The Chief of Naval Personnel (Direc-



TEN IS TOPS. USS Laertes (AR 20) with 10 ships moored alongside, holds new record (see 'Can You Top This?', inside front May 55) for tenders and brood.

tor of Personal Affairs) is delegated by the Secretary of the Navy as the authority to make determinations in cases of this nature.—Ed.

It Would Have Been A Sight To See

SIR: The May ALL HANDS carries a photo of USS Cascade (AD 16). The caption notes, "Here she proudly displays her brood of seven" and asks: "Can you top this?"

We can. Topping Cascade's performance is a daily occurrence aboard USS Delta (AR 9). However, when we are repairing five or six ships alongside and are taking on water to starboard and oil to port (which seems to have been taking place at the time the shutter clicked), we are too busy with work at hand to take pictures.

For example, Delta not long ago repaired 65 different ships and completed 804 separate work requests in one month.—C. R. F., CHELEC, USN.

• The figures you quote to support your claim are impressive and to us, convincing. We hope they are equally impressive to Cascade and similar vessels. We regret that a vessel of Delta's efficiency couldn't find it possible to squeeze out another five minutes of manpower and send us a photo.—Ed.

Biggest Broods

SIR: The picture on the inside cover of ALL HANDS, May 1955, showing a tender with seven ships moored alongside was labeled, "Can You Top This?" Well, we can, and are sending you a picture to prove it.

The picture was taken at Sasebo, Japan and the ship is USS Laertes (AR 20). She has since been decommissioned.—C.H.N., EM, USN.

• Nice going. It looks as though ten ships are moored alongside Laertes. Too bad we can't read their numbers because we would like to give their names.

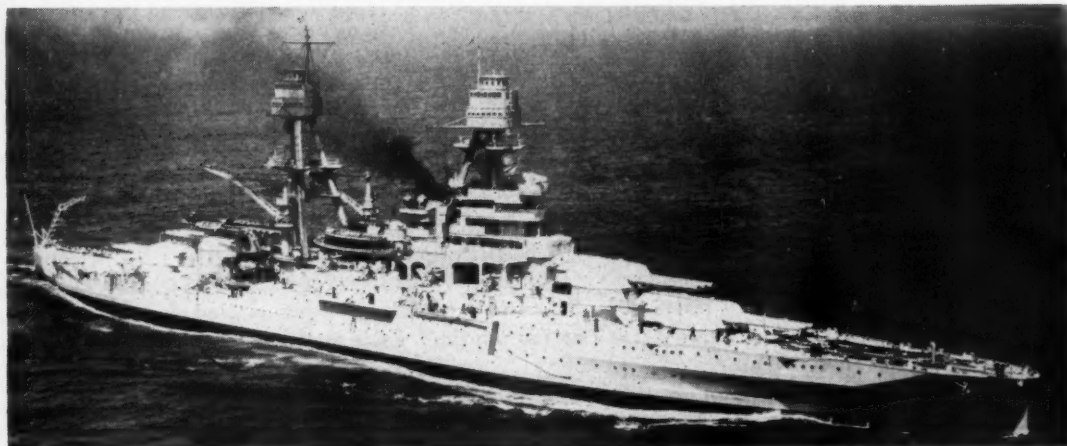
Ten ships alongside is now the record, but you must share it. We've received another Navy photo which equals your shot.

If you will count conning towers, there are nine submarines (and one submarine rescue vessel USS Florikan (ASR 9)) alongside the sub tender USS Nereus (AS 17) with all sub crews at full dress during a change of command ceremony. The submarines are: USS Tunny (SSG 282), Cusk (SS 348), Carbonero (SSG 337), Tilefish (SS 307), Spinax (SSR 489), Rock (SSR 274), Remora (SS 487), Catfish (SS 339), and Volador (SS 490).—Ed.



TIED FOR TOPS in alongside mooring is USS Nereus (AS 17) as nine submarines and a sub rescue vessel nest alongside for SubRon five change of command.

Shipmate Pays Tribute to USS Arizona, and Sailors and Marines Lost with Her



A SHIP TO REMEMBER—USS Arizona, commissioned in 1916, seen as she looked in 1935. Her last day was 7 Dec. 41.

SIR: While reading through the June issue of *ALL HANDS*, I noted the two pages devoted to "Salty Pin-Ups With Curves" with particular interest in the pictures of certain vessels of the Navy underway and throwing their share of salt water in all directions as they cut through calm and heavy seas.

I am sure there are very few members of the naval service who do not thrill to the sight of the knife-edged bow of a destroyer or the ponderous bulk of a battleship charging through a heavy sea—especially under a full head of steam.

The article accompanying the pictures stated the names of most of the vessels shown, but the battleship which was really "making a splash" went unnamed.

This ship had a long and faithful career during World War I and with the Battle Fleet in the Pacific, but she went down fighting during the attack on Pearl Harbor and will possibly be remembered in history as vividly as the Maine for she now lies on the bottom, a national cemetery holding more than

a thousand bodies of her gallant crew—that ship was the USS Arizona.

To print a picture of Arizona without her name would not be in accord with the wishes of those fighting sailors and Marines who now sleep within her rusting armor—in my opinion.

I served on board Arizona as a member of the Marine Detachment from February 1928 to November 1930.—B.A.M., CWO, USMCR.

• You are correct in your identification. The battleship shown was Arizona, third vessel of the U.S. Navy to bear the name. (The first Arizona was an iron side wheel steamer purchased by the government in 1863. The second was a first-class screw frigate launched in 1865.)

Commissioned in 1916, the 32,000-ton USS Arizona (BB 39) served with the Atlantic Fleet until 1924. She served as escort to President Wilson upon his return from Europe in 1918.

In 1924, Arizona was assigned to the West Coast where she remained active with the Pacific Fleet. She was modernized in 1929.

She had recently returned from battle maneuvers when, on 7 Dec 1941,

she was sunk during the attack on Pearl Harbor. She was struck first by a torpedo on her port side and a large bomb went down her stack. Another large bomb of armor-piercing type, hit the forecastle, penetrated to a powder magazine and the resulting explosion in turn exploded Arizona's main forward battery magazines. The entire forward structure was completely wrecked, the two forward turrets and the conning tower dropping vertically between 18 and 20 feet.

During the attack, motor launches from USS Solace were dispatched to Arizona and other stricken ships to remove the burned and injured amid flames and explosions.

Arizona's personnel loss was by far the heaviest of all the ships in the harbor; 1104 were dead. Forty-seven officers and 1057 men lost their lives, including the commanding officer of Arizona.

In not naming the vessel in the article to which you refer, it was intended that the picture should represent not only that heroic ship but all such battleships serving the Navy and the Nation.—Ed.

Flying Command Calls

SIR: Could you tell me where authorization is given for flying command calls aboard ships having flag officers embarked when entering and leaving port. I find in *Allied Communications Publication*, (ACP) 129, and *Director Naval Communications*, (DNC) 5(a), authorization for flying ships call signs, when prescribed. It says nothing, however, about command calls. All ships having a flag officer aboard fly their ship's call on port outboard halyard and the flag's call on the starboard outboard halyard.—J. B. L., Jr., QM3, USN.

• A ship is responsible for the communications of the Senior Command on board as well as for the ship itself. Therefore, a Flagship has two calls, the command embarked and the ship.

The source for this information is Article 7818 of DNC 5(A) which states: "Ships entering or leaving port during daylight will hoist their signal letters (International Call Sign)." Article 7812.7 of DNC 5(A) states: "Normally, flagships will be called and answered with the call sign of the Senior Command on board unless the addressee, or originator, is otherwise indicated."

Thus, a flagship has two international call signs and must fly both on leaving or entering port in order to conform with Article 7818 of DNC 5(A). Forthcoming corrections to ACP 129 will cover the usage of call signs in more detail.—Ed.

Passed Over for Promotion

SIR: I would like to know if a chief warrant officer, W-4, now serving as a temporary lieutenant commander will be allowed to remain in this grade until he has completed 30 years' service if he has failed twice for promotion. He now

has 27 years of service. The BuPers Instructions state that if a temporary promotion is given, the officer must be eligible for promotion at the time of the promotion. The fiscal year for retirement is the fiscal year in which the officer is promoted. If the officer is promoted in June of a year, he is eligible for promotion in June of the following year. If the officer is promoted in July of a year, he is eligible for promotion in July of the following year. If the officer is promoted in August of a year, he is eligible for promotion in August of the following year. If the officer is promoted in September of a year, he is eligible for promotion in September of the following year. If the officer is promoted in October of a year, he is eligible for promotion in October of the following year. If the officer is promoted in November of a year, he is eligible for promotion in November of the following year. If the officer is promoted in December of a year, he is eligible for promotion in December of the following year.

Turk's Head

SIR: During the question of Turk's Head, I noted that the strands of the rope needed to be USN.

• Don't mislead. Head is but since a number of strands.

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If you get a salt suggested especially square. (actually square line.) All look up square knot of line and you'll find pieces of ing yours be done.

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has 27 years service.—F.J., USN.

• The present policy, as set forth in BuPers Inst. 1800.1, briefly states that if a temporary officer twice fails of selection he will: (1) if eligible for retirement, be afforded the option of retirement or reversion to permanent status to be effected not later than 30 June of the fiscal year of the second failure; (2) if within two years of attaining eligibility for retirement he will be retained on active duty in his present grade until eligible for retirement; (3) if within less than 18 years' active service he will be reverted to permanent status by 30 June of the fiscal year of the second failure of selection.—Ed.

Turk's Head Knot

SIR: During a knot tying exercise, a question arose concerning the five strand Turk's Head. Can you tell me how many strands of line and how many tucks are needed to make this knot?—S.P.A., CM, USN.

• Don't let the name of this knot mislead you. The five strand Turk's Head is made from one piece of line, but since it comes around and is tucked a number of times, it is called five strand.

The exact number of times it is tucked, however, is difficult to say because there is no established definition of a tuck. For instance, do you count the original knot as a tuck, and is a cross-over a tuck? (It's possible to tie a Turk's Head with several thousand tucks.)

You may be interested in knowing that a five strand Turk's Head is actually based on a three strand. From a five strand you can make a seven, nine, etc., and from the basic four strand you can make a six, eight, and so on.

If you're interested in knot tying to get a salty look about your station, it is suggested that you start in with sennit, especially six strand flat and eight strand square. (In this case, the strands are actually six and eight separate pieces of line.) Also, when you get good at it, look up the squared knot (not the square knot), and notice that four pieces of line are used. With a little work, you'll find that you can do it with two pieces of line. Then, before congratulating yourself, try it with one line. It can be done.—Ed.

Star on China Service Ribbon

SIR: Our ship recently completed a tour of duty in the Far East during which we were authorized the China Service Medal (extended). Two separate authorizations were received by us which entitled us to wear this medal. One was for service during the Tachen evacuation operation, and the other for

taking part in the Formosa Patrol two months later.

The Awards Manual states that personnel who earn this medal for the second time are entitled to wear a star as an indication of the second award.

Since we have earned the China Service Medal for two different operations, but only a few months apart and under the same extension period of the medal, are we entitled to wear the star indicating the second award?—B. F., YN, USN.

• Earning the China Service Medal for two different occasions within the extended period (2 Sep 1945 to an open date) does not entitle you to wear a star on the ribbon to indicate a second award.

You would be entitled to wear a star on the ribbon only if you had previously earned the medal at any time during the period 7 Jul 1937 to 7 Sep 1939.—Ed.

Clothing Allowance for Recruiters

SIR: AlStaCon 7, issued in July 1955, states that personnel on recruiting duty would be entitled to a supplementary clothing allowance if they have at least one year of duty remaining. Would a person who is now serving on recruiting duty with less than one year remaining on his current tour, but who has received an authorized extension of duty, be entitled to this clothing allowance?—R.E.W., DKC, USN.

• Paragraph 1 of AlStaCon 7 authorized payment of special supplementary clothing monetary allowance to persons now on board who have at least one year remaining on current tour of recruiting duty as of 1 Jul 1955. The one year remaining may be part of

a normal tour of duty, an extension of recruiting duty, or both without changing your entitlement to this clothing allowance.—Ed.

Mission And Attache Duty

SIR: I applied for Embassy or Attache duty about six months ago and was informed that there were sufficient men on the waiting list in my rate for this duty. Is there any reason to prevent my re-applying for this duty?

Moreover, I understand that a man's name is removed at the end of one year and also upon being transferred. Is it possible that enough men have had their names removed by this time to have my name placed on the list?—D. H. C., HMC(SS), USN.

• Personnel at sea on the Mission and Attache Eligibility List are given first preference for all assignments. In view of the large number of HMCs still on the eligibility list, it is not likely that you will be selected for the duty you requested before completion of your present tour of shore duty and transfer to sea. You may resubmit your request one year from date of reporting to sea duty.—Ed.

Overseas Duty For Trademan

SIR: At present, I am stationed in USS New Jersey (BB 62). I would like to know the procedure for a trademan serving in a billet such as mine to get overseas shore duty.—D.S., TDAN, USN.

• Since you are in a rating directly controlled by the Chief of Naval Personnel, a request for overseas duty should be submitted in letter form to the Bureau. If you are ordered to overseas duty you will be required to have the necessary obligated service to complete the tour prescribed for the area requested.—Ed.

Reunion Was a Hit

SIR: Your publication notice of the third reunion of the Fifty-Ninth U.S. Naval Construction Battalion, Charlotte, N.C., has been a great help in assuring a good attendance. It has also been helpful in locating some of our lost members. Thanks for your fine cooperation.

We are sending you a copy of our publication, *The Fifty-Niner*.—J.P.R.

• Your kind words are greatly appreciated. We are always happy to assist organizations such as the Fifty-Niner Association in their annual reunions.

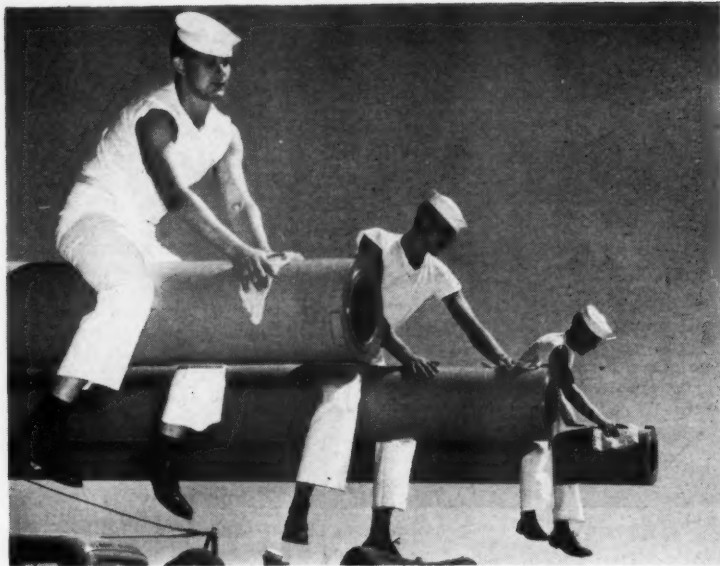
Your eight-page quarterly tabloid is a good job, lots of pictures and member news. Good luck in the future.—Ed.



Trademan



TRICK AT THE WHEEL is pulled by N. W. Bryant, SN, USN, while at sea in the store ship USS Aldebaran.



'GUN JOCKEYS' SIT upon their salty mounts to wipe spray from triple eight-inch guns of Number Three turret of USS Salem (CA 139) while in the Med.

Profile on Frank E. Evans

SIR: Articles have appeared in ALL HANDS giving credit to various types of vessels in the Korean conflict. I have yet to see any mention of USS Frank E. Evans (DD 754), part of DesDiv 131, which was among the first of the Reserve destroyers to be re-commissioned from the mothball fleet and arrive in the Korean area. By Reserve, I mean that the officers and men comprising the crew of the Evans were about 75 per cent Reservists, recalled to active duty.

As I remember it, she operated with Task Force 77 and 95 from January 1951 until September 1951 and had very brief tender or dockside duty.

Evans spent considerable time in Wonsan and areas further up and down the East coast of Korea.

I believe credit should be given to the officers and men who served in her. —R.J.C., RMCA, USNR.

• Take a look at the January 1953 issue of ALL HANDS and you'll find generous reference to Reserve Destroyer Evans.

However, here's a summary of her career.

Evans' first duty, after commissioning in February 1945, was screening duty for a convoy en route to Eniwetok.

Until the end of the war, Evans served as a radar picket ship at Okinawa, and then remained in Asiatic waters on occupation duties until March 1946. She was decommissioned in 1949.

Less than three months after the outbreak of the Korean conflict Evans was taken out of mothballs and placed in active service. Because of the emergency, 95 per cent of her crew had recently entered the Navy from civilian life, either as Naval Reservists recalled to active duty or as new recruits just out of training. On 2 Jan 1951 she departed San Diego for the Far East and combat duty with the 7th Fleet.

On 16 Feb 1951 the longest sustained naval bombardment in history had its start when United Nations ships laid off the shore of Wonsan and razed that large eastern seaport. Two battleships, three cruisers, 34 destroyers, and 11 frigates participated in this siege. Evans was present shortly after the beginning, and actively participated in 11 duels with enemy shore batteries. During these actions she received many near misses, some of which sprayed shrapnel or splashed water aboard. During a counterbattery action on 18 June, while she was patrolling close to enemy positions, two shellbursts sprayed one side of the ship with shrapnel, causing 30 hits on the decks and superstructure with minor injuries to four of the crew. A total of 71,800 rounds of ammunition were pumped into the area during the bombardments, with as many as 600 enemy troops eliminated in a single day's bombardment.

In addition to the Wonsan action, DD 754 was one of the ships which initiated and participated in the continuous siege and bombardment of Songjin. She conducted naval gunfire missions at the bomblines in front line support of United Nations forces ashore and also at Chongjin against important shore installations, enemy junks, sampans, and off the north coast of Korea. Upon her return to the States, she was awarded the Navy Medal for Meritorious Service. During her tour of duty, she conducted operations in the defense of the Philippines. She was also involved in the defense of the Philippines. She was also involved in the defense of the Philippines.

On 24 April 1951, she was involved in the defense of the Philippines. She was also involved in the defense of the Philippines. She was also involved in the defense of the Philippines.

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Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **uss West Virginia (BB 48)**—A reunion of all former shipmates will be held 10 Dec 1955 at the VFW Hall, Gardena, Calif. For further information and reservations, contact R. S. Kronberger, 16422 S. Vermont Ave., Gardena, Calif.

• **51st Naval Construction Battalion**—All former members of this unit interested in holding a reunion with date and place to be determined by mutual consent, should write to Thomas J. Sette, 1080 Theodora St., Franklin Square, L. I., N. Y.

• **uss Rhode Island (BB 17)**—Former officers and crew of this ship interested in holding a reunion should contact E. B. Cook, 10 Post Office Sq., Boston, Mass. Time, place and date will be determined by mutual consent.

• **uss Perry (DMS 17)**—World War II shipmates interested in holding a reunion should contact Elmer J. Michaels, 813 Hinman St., Aurora, Ill.

pans, and carried out mining operations off the northeast of Korea. During her tour of duty she expended nearly 10,000 rounds of 5-inch ammunition on enemy targets. Besides her devastating gunfire against the enemy, she aided in the rescue of six United Nations pilots downed off the east coast of Korea, and coordinated and controlled day and night bombing missions for Allied planes.

On 24 Aug 1951, Frank E. Evans sailed from Korea homeward bound. Upon her arrival at San Diego, she had steamed more than 52,000 miles in carrying the war to enemy shores. In 1952 she conducted another Far Eastern tour of duty, and at present is still active with the U.S. Pacific Fleet.

During the Korean conflict the destroyer earned the Korean Service Medal with six Engagement Stars for participation in the following combat operations: First U.N. Counter Offensive, Second Korean Winter, Korean Defense Summer-Fall and Korea, Summer-Fall. She was also awarded the China Service Medal (extended).—Ed.

Advance Pay

Sir: I have two questions regarding advance pay as authorized by BuPers Manual, Art. A-4104:

1. Suppose a chief is ordered from a ship to recruiting duty with a tour of three weeks' temporary duty under instruction at NTC Bainbridge. Is it

necessary for the chief's original Standard Transfer Order to bear the statement "entitled to two months' advance pay"?

2. Who is authorized to give advance pay besides the transferring activity and the receiving activity? Could any disbursing officer? Can the Disbursing Officer at NTC Bainbridge do so?

I have always thought if your DD 114 is properly certified, any disbursing officer who handles your account is authorized to make the advance, and that the statement on the STO is superfluous. If I am wrong, please correct me.—C. R. L., PNC, USN.

• There is no requirement that a statement concerning entitlement to an advance of pay be shown on the Standard Transfer Order. As required by NavCompt Manual (Par. 044285), a Military Pay Order (DD Form 114) stating the number of months' advance pay authorized and bearing a certification of your obligated active service will substantiate payment.

In the case of permanent change of station orders with temporary duty en route, an advance of pay may be made by the disbursing officer of the temporary duty station.—Ed.

Service Requirement For LDO

Sir: In regard to Limited Duty Officer appointments is it necessary that the service requirement of 10 years be continuous?—R. C. M., YNC, USN.

• No. The service requirement stipulates that all applicants for the Limited Duty Officer Program must have completed 10 years of active naval service on or before 1 January of the year the appointment will first be effected. Broken service is acceptable.—Ed.

Navy Happy Hour, 1911 Style

Sir: I am sending you a souvenir of the "Old Navy" which may be of interest to you. It was found among my father's memoirs of his service in the United States Marine Corps.—Charles R. Ingalls, ICC, USN.

• Amidst the noise of rattling chairs and a rendition of "Royal Barn Dance" by the ship's band, guests and crew of **uss North Carolina** scrambled for seats near ringside. Some were eating ham sandwiches, others chose bananas or oranges or ice cream and cake.

In this setting, the "Old Navy" settled down to enjoy the second half of a smoker given by the crew of **uss North Carolina** at Guantanamo Bay, Cuba. The date—19 May 1911.

Earlier there had been a 20-minute intermission, during which lunch and refreshments were served on the main deck.

Other than the refreshments, the "Old Navy's" Happy Hour wasn't much different from the 1955 version,

Why Eliminate White Socks?

Sir: Why did the Navy eliminate white socks?—T.D.C., SN, USN.

• The elimination of white socks with white uniforms was on the basis of these recommendations from the Fleet: Black socks are more appropriate with black shoes; the number of different articles required in the enlisted minimum outfit would be reduced; and one cause of out-of-uniform trouble on liberty and at inspections would be removed.—Ed.

Allowance for Mess Jackets?

Sir: Are there any regulations providing initial allowance for mess jackets for stewards? When men were recruited as mess attendants, they were issued four mess jackets.

Now that stewardsmen become TAs only after completion of recruit training, should they not be issued mess jackets? This important part of a steward'sman's clothing must now be purchased out of his own money.—J.A.S., SDC, USN.

• Personnel detailed as stewards buy their own mess jackets, as part of their working gear, and receive the normal quarterly maintenance allowance authorized enlisted personnel to help defray expenses.

The same principle would apply if you were to perform deck or engineering duties you would purchase dungarees and general purpose shoes.

The quarterly maintenance allowances were created to provide personnel with additional funds to buy work clothing which is more often than the dress garments.—Ed.

judging from the program and menu you sent us.

The entertainment following the intermission was much the same type as that performed during the first half of the smoker. A "moving picture" was shown, followed by a "boxing bout" at "catchweight." Then there was a performance by "Whistling Jones" and another bout. When the final gong sounded in the match between two 122-lb. contestants from **uss Tennessee**, the ship's band struck up again, and the Happy Hour was over.

There were four boxing matches and one wrestling match in all, each followed by some sort of entertainment. In those days a boxing match consisted of six two-minute rounds, twice as long as the present Navy bouts.

In case old timers remember that far back, the movie for the day was a drama entitled "Cy's Merry Widows."

Many thanks for sending us the historical material, chief, and good luck with your recruiting.—Ed.

180 Years of 'Semper Fi'

THE UNITED STATES MARINE CORPS this month celebrates the 180th anniversary of its founding. On 10 November throughout the world where Marine complements are serving, officers in dress uniform will use their ceremonial swords to cut elaborate cakes, Marines from the commandant right on down to the rawest recruits at Parris Island and San Diego will add their bit to the festivities. And Navy men around the world will be thinking up new epithets, using such terms as "glory boys," "jarheads" and "seagoing bellhops"—an outward sign of the envy and friendly rivalry existing between Marines and Navy men.

A knowledge of Marine Corps history, however, will go a long way toward explaining why Marines feel the way they do about the Corps—and why the nation feels the way it does about its "ever ready" fighting force.

The Corps had its beginning in a resolution passed by the Continental Congress on 10 Nov 1775, a resolution calling for the raising of two battalions to be known as the First and Second Battalions of American Marines. The resolution also specified "That particular care be taken that no persons be appointed to offices, or enlisted into said battalions, but such as are good seamen, or so

acquainted with maritime affairs as to be able to serve to advantage by sea when required."

The purpose of these Continental Marines was to take part in the American Revolution against the British, and their "recruiting station" was the fabled Tun Tavern in Philadelphia. Organizing, equipping and training this embryonic corps proceeded almost immediately, but it was not until 1776 that the Marines laid the cornerstone of their reputation.

This "cornerstone" was a landing in the Bahamas, where the British Lord Dunmore had collected a considerable store of provisions and set up a base for attacking the American coast. Commodore Esek Hopkins ordered his squadron to the Bahamas in mid-February 1776 for operations against Lord Dunmore's forces. Once on the scene he decided to attack the island of New Providence, in an attempt to capture the Britisher's supplies. This crippling action was successfully carried out by 220 Marines and 50 sailors under Major Samuel Nicholas, senior officer of the Corps. Within a few hours the Marines had taken possession of the enemy defense works and a quantity of stores and cannon.

Marines were also active elsewhere in the Revolution, serving in Washington's Army at the Second Battle of Trenton and the Battle of Princeton, in a river expedition to New Orleans, with John Paul Jones in his raid on Whitehaven, England, and in defense of Charleston during May 1780.

With the end of the Revolution, the Marines followed other continental armed forces into oblivion, only to be reorganized in 1798 as a result of repeated molestation of American shipping during troubles between France and Britain (1791-1815). Although the Jay Treaty of 1795 induced the British to cease harrying our vessels, French raids on our merchantmen continued, so Congress in May 1798 authorized seizure of belligerent French vessels in American waters. It was for this undeclared war with France (1798-1801) that the Act of 11 Jul 1798 reestablished the Corps, and Marines served on most American vessels during this period, including

MARINES MADE HISTORY IN 1953 as part of first forces to maneuver under A-bomb's mushroom. Here, machine gunners are silhouetted at Yucca Flat.



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uss *Constellation* which saw action in the two most notable frigate duels of the war.

During the same "war," Marine Corps units racked up the first of their "peacetime" landings—the successful seizure of the packet *Sandwich* in Puerto Plata harbor, Santo Domingo. On 12 May 1800 a force of 80 sailors and Marines transferred to the sloop *Sally* and sailed in broad daylight into the harbor, defended by some 500 Frenchmen. Beneath the guns of the French fort they boarded and captured the packet, took the fort and spiked its guns—and sailed off with their prize after waiting overnight for a favorable wind.

A year later, in May 1801, the stage was set for Marine landings in Tripoli. The Pasha of Tripoli, one of the piratical Barbary states rulers who had been exacting tribute from merchantmen, picked that time to declare war on the United States because the Americans hadn't been paying enough tribute. A blockade was immediately established, to which most of the Navy and Marine Corps was committed for several years. Marines were on hand when the grounded frigate *Philadelphia* was taken in Tripoli harbor. They made a bloody attack on Tripolitan gunboats in August 1803, and forcefully illustrated the advantage of disciplined and skilled troops over untrained forces. Marines from the brig *Argus* helped to weld a mass of mercenaries into an army which marched 600 gruelling miles across the Libyan desert to capture the walled port city of Derne, Tripoli. The Marines, under Lieutenant Presley N. O'Bannon, seized the harbor fort and turned its guns on the Tri-

politans themselves — after hoisting the American flag for the first time on a fortress in the Old World.

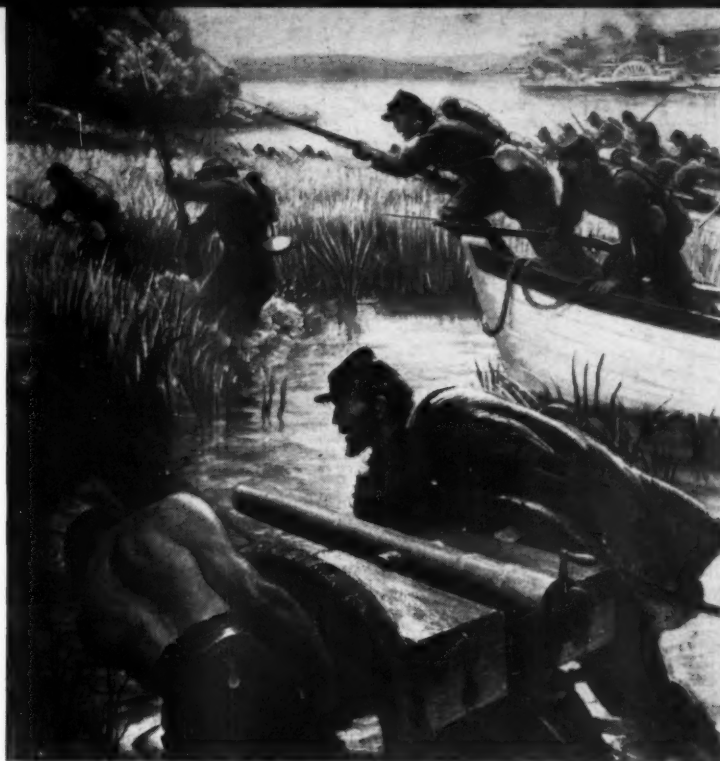
When the United States declared war on Britain (War of 1812) the Corps had about a thousand men. They fought on both land and sea. They took part in the battle of Lake Erie (10 Sep 1813) and the epic battle, between *Constitution* and *Guerriere* in August 1812. They also fought in the duel between uss

Chesapeake and HMS *Shannon*, the battle in which Captain James Lawrence uttered the immortal "Don't give up the ship."

Meanwhile, a Marine detachment serving with Captain David Porter in the Pacific participated in actions against British ships and a war with Marquesan natives.

Even in the "peaceful" years between 1815 (when the Barbary corsairs were finally put down) and the

MARINES MAKE FIRST LANDING in Korea in 1871 to storm Fort Ch'ojijin and get their first taste of the terrain they would fight on again in later years.



FLEET MARINES HIT BEACH at Saipan under heavy enemy automatic weapons fire while Navy ships lend support.



1836-37 "Florida war" with the Seminole Indians, the Corps found plenty of excitement. In addition to their routine duties, the Marines were called in to quell a serious prison revolt in Massachusetts, to eliminate Spanish pirates in the West Indies and Malay pirates in Sumatra. During the great fire in New York (1835) they were called on for police duties to prevent looting.

In December 1835, when the Seminole Indians began attacking troops sent to Florida to move them to western reservations, the Navy's West India squadron was ordered to help subdue them. Marines from the squadron arrived at Fort Brooke, on Tampa Bay, just in time to help ward off a serious attack. The Creek Indians picked this same period to go on the warpath—and available Army forces were not enough to handle this additional uprising. A hastily mobilized Marine force under Colonel Commandant Archibald Henderson soon brought the Creeks under control, however, and Henderson led his force on south to fight the Seminoles.

In Florida they joined the Army in harassing the Seminoles by destroying their crops and breaking up their camps, a campaign which forced the Indians into a general surrender. The surrender proved to be temporary, since the Seminoles soon slipped back into their swamps and reopened the war. Marines remained on the job, along with a special naval expedition, until mid-1842 when the Seminoles were given a small reservation in the Everglades.

CHATEAU-THIERRY, BELLEAU WOOD are among battles bringing glory to Marines in WW I. Here, machine-gun section moves up through French hills.



The California and Mexican wars (1846-1848) once again found the Marine Corps in the van. In eastern Mexico, seagoing Marines helped capture and occupy the major ports, while a special Marine battalion served in General Winfield Scott's army during the war's most decisive campaign. Marines were in the first group to make the triumphant entry into the enemy capital, where they cleared looters out of the National Palace—the "Halls of Montezuma."

Elsewhere in the west, Marines of the Pacific squadron played a part in operations in California and along the coasts of Lower California and Mexico. At the close of the fracas General Scott was to state that he had placed Marines where the hardest work was to be accomplished, and that he had never found his confidence misplaced.

The 1850s were full years for the Leathernecks, with each new assignment adding glory to their standard:

- Marines were with Perry in Japan (1853-54), their showy uniforms and superior military bearing doing much to impress the Japanese with the importance of the expedition.

- Marines in 1856 saw action on both sides of the Pacific. Early in January Marines stationed on board the sloop-of-war *Decatur* engaged several hundred Indians threatening the town of Seattle, Washington Territory, and drove them off after six hours of firing. In November, Marines captured and destroyed four forts at Canton, China, after the forts had fired on one of the boats of our East India Squadron.

- The year 1858 found Marines being used to chastise Fiji Islanders for the murder of two American citizens; acting as a deterrent to an uprising in Montevideo, Uruguay; and accompanying an expedition to resolve U.S. troubles with Paraguay. In August 1858 Marines were called out to guard government buildings on Staten Island against citizens who objected to their use as a "receiving station" for yellow fever patients. Later the same year a detachment of Marines put down the insurrection at Harper's Ferry, capturing John Brown in the process.

Just before the outbreak of the Civil War, Leathernecks were called on to put down another insurrection, this one in Panama, and to protect the property of Americans in western Africa during a fight between native and Portuguese elements.

With the beginning of the Civil War the Marines, like the Army and Navy, lost many officers and men to the Southern forces. Although these losses seriously impaired the Corps' efficiency at first, Marines performed outstanding service both on land and at sea. Perhaps the most important operation in which Leathernecks participated was the blockade of the Confederacy and the supporting capture of Southern ports and coastal fortifications. Eventually the North closed every Confederate port but Charleston and Wilmington and (although less spectacular than the great land battles) the successful blockade proved to be one of the greatest single factors in the South's collapse.

Along the Atlantic coast, Marines participated in the victorious landing operations at Hatteras Inlet and Fort Fisher, N. C., and Port Royal, S. C. They also fought aboard *USS Cumberland*, *Congress* and *Minnesota* when those ships were attacked by the Confederate ironclad *Merrimack* in Hampton Roads, and saw action in a number of other fights with Confederate vessels.

In the Gulf of Mexico and along the Mississippi River, Marine gun crews with Admiral Farragut's forces participated in the Battle of New Orleans, the fighting at Vicksburg and Port Hudson, Miss., and the Battle of Mobile Bay.

Besides these operations, a Marine battalion helped put down the 1863 draft riots in New York City, and in 1864 another battalion helped protect the railroad above Washington

ALL HANDS

when General Jubal A. Early's raid threatened to cut the capital off from the rest of the nation.

Between the close of the Civil War and the outbreak of the Spanish-American War, Marines were called on to perform their duties in many places, perhaps the most noteworthy expedition being the one to "Corea" in 1871. This expedition was organized under RADM John Rodgers to negotiate with the Koreans for protection of Americans shipwrecked on the peninsula, a number of whom had already been killed by natives. Apparently successful negotiations were underway when Korean forts on the Han river opened fire on a peaceful surveying party. When no apology was forthcoming, the squadron's 105 marines spearheaded a landing force which captured several smaller forts with little trouble.

The Marines then led a ridge-to-ridge advance on the most important fort, a circular redoubt mounting 182 guns. Then sailors and Marines stormed the Citadel, as the fort was called, and drove off the Koreans in a desperate hand-to-hand struggle. Thus, according to Admiral Rodgers, "was a treacherous assault upon our people and an insult to our flag redressed."

Other services performed by the Marines from 1865 to 1898 included:

- Prevention of looting following the fires which destroyed part of Portland, Me., in July 1866, and the great Boston fires in 1872 and 1873.
- Punishment of natives who murdered the officers and crew of the American bark *Rover* (1867) shipwrecked on the Formosa coast.
- Aiding the Internal Revenue Service in raids on illegal liquor establishments in Philadelphia (1867) and Brooklyn, N. Y. (1870-71).
- Protection of Americans in Panama in 1873, during a fight for possession of the Panamanian government.

The conflict with Spain added greatly to the prestige of the Marine Corps. When *uss Maine* exploded and sank in Havana Harbor, 28 Marines were among the 266 men who lost their lives. One of the heroes of the occasion was a Marine private who calmly made his way below deck, reported to the captain of the rapidly sinking ship and accompanied him topside. Marines of Dewey's squadron at Manila, where the first American blow was struck on 1 May 1898, manned the squadron's sec-



KOREA AGAIN—Marine gunner holds deadly duel with communist gunners on far ridge. Below: Marines developed new tactics using copters for combat.

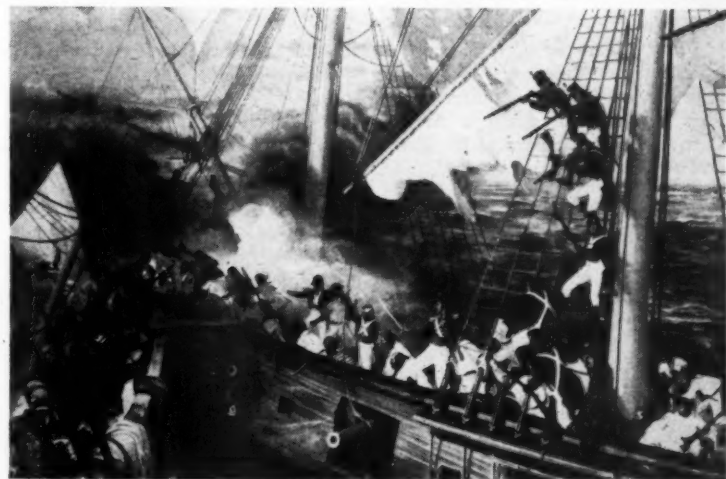
ondary batteries. The same Marines took possession of the Cavite naval station two days later.

Other Marines helped take possession of Guam on 21 Jun 1898, and a Marine battalion formed the island's first American garrison. Another battalion made the first American landings in Cuba, setting up an advance base for the naval forces blockading the Spanish fleet in Santiago Harbor, Cuba. Later they forced surrender of the port of Manzanilla. Leathernecks also participated in the unopposed capture of Ponce, Puerto Rico, and the postwar occupation of Cuba.

In February 1899, soon after U. S. troops had taken over the Philippines, insurrectionists came alive, killing or wounding almost 1200 Americans in the first two months of



LEATHERNECKS FIRE from rigging of *USS Wasp* as it engages *HMS Reindeer* during War of 1812. The thousand-man Corps fought on both land and sea.



fighting. By October 1900 enough Marines had arrived in the islands to form the first real brigade in the Corps' history, and Marines fought numerous skirmishes with the rebels on Luzon before the Army's capture of Aguinaldo in March 1901 virtually ended resistance on that island. Marines continued in action on Samar well into 1902, however.

In China the Boxer Rebellion, an anti-foreign outbreak in the spring of 1900, threatened Americans, with serious fighting breaking out on 24 June around the embassies in Peking. The American legation guard of 48 Marines and three sailors helped bring about an uneasy armistice on 16 July, giving various governments time to rush troops into the area.

American reinforcements joining the international force included the First Marine Regiment, plus a 112-man force from the Philippines. By 3 August, 18,600 Allied troops started on the march from Tientsin to Peking and the beleaguered legations. The Marines saw action with this force in sporadic fighting along the way, and in the Battle of Peking (15-19 Aug 1900) which ended the uprising.

From the Boxer Rebellion until the outbreak of the First World War, Marine units served all over the globe—in the Dominican Republic and Korea; guarding a diplomatic mission traveling to Abyssinia by camel; in Cuba, Panama and Nicaragua; in Vera Cruz and Haiti. Perhaps the most important event of the period, however, was the birth of Marine Corps aviation in May 1912, when First Lieutenant Alfred A. Cunningham reported to the Naval Academy for duty "in connection with aviation."

Other officers promptly followed in his steps, but they were little more than Navy aviators in a different uniform until 1915, when a Marine Corps aviation company of 10 officers and 40 enlisted men was authorized.

By 6 Apr 1917 this aviation unit had a strength of seven pilots and 43 men, and was tabbed the Marine Aviation Section, U. S. Naval Aeronautic Station, at Pensacola. Further expansion saw this unit divided into the 1st Marine Aeronautic Company (primarily a seaplane outfit), with 10 officers and 93 men, and the 1st Marine Aviation Squadron with 24 officers and 237 men. The entire Corps at this time had a strength of some 13,500. By the Armistice the aviation wing had nearly 300 officers and more than 2000 enlisted men.

Some 31,000 "groundpounders," USMC-style, also fought "Over There" with the American Expeditionary Force, the 4th Marine Brigade seeing action with the Army's Second Division, while the 5th Brigade (which did not reach France until later in the war) was used chiefly for guard duty with the supply setup. The 4th Brigade, consisting of two regiments and a machine-gun battalion, first saw action in the front lines near Verdun, then moved on to the Chateau-Thierry sector, where the Brigade captured Hill 142, Bouresches and the section of Belleau Wood which the French later renamed "Bois de la Brigade de Marine." After that the Marines fought with distinction in the battles of Aisne-Marne, St. Mihiel, Blanc Mont and the Meuse-Argonne. The Brigade returned to the United States in 1919, following occupation service in Germany.

The period of peace between World War I and World War II was anything but peaceful for the United States Marines. In Haiti, the Dominican Republic and Nicaragua—where they had seen off-again-on-again service for years—they quelled armed revolts, and organized native police forces to handle insurrections after the Marines had withdrawn. Except for brief periods, Marine forces of varying size served in Nicaragua from May 1912 to January 1933, in Haiti

from 1915 to 1934 and in the Dominican Republic from 1916 to 1924. Leathernecks patrolled mountains and jungles, fought rebels and bandits, supervised elections, promoted education, rehabilitated government finances, built roads and operated military governments.

During encounters with rebels and bandits, Marine flyers pioneered in the development of dive-bombing, glide-bombing and ground-directed close air support. They also gained valuable experience in casualty evacuation, cargo and passenger transport, aerial photography, reconnaissance and other operations.

Marines also became involved in domestic affairs in 1921 when President Harding directed the Corps to undertake protection of the U. S. mails—a task made necessary by the great rise in mail robberies which followed World War I.

During the 1920s and '30s Marines were almost continually in China, where civil strife and hostilities with Japan frequently endangered American lives and property. Troublesome conditions in 1924 required the strong protective arm of the Marines, and in 1927 a force of some 5000 was stationed at various points on the China mainland, principally in Shanghai and Tientsin. The 4th Marines, nicknamed the "China Regiment," landed at Shanghai in March 1927 and remained for almost 15 years. About a week before the attack on Pearl Harbor most of this outfit sailed for the Philippines, where they were captured after fighting at Bataan and Corregidor.

Between the two world wars the Corps also developed its techniques and doctrines of amphibious warfare, from "advance base work" in 1901, through simulated ship-to-shore attacks to the creation of the Fleet Marine Force in 1933. New tools (such as landing craft) were developed, new techniques (such as combat unit loading) were applied and

D-DAY AT PELELIU as Marines head for the enemy-held beach in amphibious tanks after Navy bombardment.



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'FROM THE HALLS OF MONTEZUMA to the shores of Tripoli'—Paintings show Marines entering Mexico City (1847), and raising U.S. Flag at Tripoli (1805).

new tactical units (such as the shore party battalion) were created. By December 1941 the Atlantic and Pacific Fleet Marine Forces made up approximately half of the entire Corps of some 70,000 men.

In that December, Marines were stationed throughout the world. About 2000 were serving in China and the Philippines. Several thousand more were on duty at naval stations in the Hawaiian Islands, Guam, Wake, Midway, American Samoa, the Panama Canal Zone and in Cuba. Marines were in Iceland, on various islands in the Atlantic and Caribbean area, and in England and northern Ireland.

When war finally broke over the Pacific the Marines were ready—and they managed to stay in the thick of the fighting until the occupation of Japan 44 months later. In the first few days of the war a handful of Leathernecks put up a heroic defense of Wake Island, and a Marine regiment fought alongside the Army at Bataan and Corregidor. In June 1942 Marine flyers helped turn back the Japanese fleet in the Battle of Midway—Japan's first decisive naval defeat in 350 years and a turning point of the war. Two months later—at Guadalcanal—the Marines opened the counter-offensive against Japan.

With the success of that initial jump behind them, Leathernecks began landing all over the place: New

Georgia, Bougainville and Cape Gloucester, New Britain. In the Central Pacific they jumped on Tarawa, Kwajalein, Majuro, Eniwetok, Saipan, Guam and Tinian. In September 1944 they hit Peleliu in the Western Carolines, and the following month Marine artillerymen landed in the Philippines with the Army. The Leatherneck assault at Iwo Jima in February 1945, and the joint Army-Marine landing at Okinawa that April, capped by the atomic bomb, forced Japan to surrender.

During the war the Marine Corps reached a peak strength of 475,604 officers, men and women. The Marine Corps Women's Reserve was established in February 1943, and during the war some 23,000 women officer and enlisted personnel served in clerical and specialist billets.

Korea, and the activation of the First Provisional Marine Brigade on 7 Jul 1950, brought the Marines into action once again. Jumping into action at the Pusan perimeter on 7 August, the Leathernecks added some strange names to their "glory roster" before the truce was signed on 27 Jul 1953—Chosin Reservoir, the Punchbowl, Siberia Hill, Old Baldy, the Hook, Bunker Hill, Reno and Vegas were added to the long list of battles that make the Marine Corps one of the world's most famous fighting organizations.

Statistically, the 1st Marine Divi-

sion (which had absorbed the provisional brigade) and the 1st Marine Aircraft Wing each won two Korean Presidential Unit Citations, while the Division also was awarded two U. S. PUCs and the air wing received the Army's Distinguished Unit Citation. Individual Marines were awarded 42 Medals of Honor and more than 5000 Navy Crosses, Silver Star Medals and Bronze Star Medals.

Just as World War II found the Marines pioneering in amphibious warfare techniques, Korea found them pioneering in the tactical use of helicopters. Officers of the Marine Corps Schools had written the first manual of helicopter combat doctrine back in 1947, and the Korean conflict presented a readymade proving ground. Leatherneck pilots proceeded to demonstrate the helicopter's versatility in combat tactics as well as in reconnaissance.

The history briefed here covers 180 years of Marine Corps existence, years which have given the Corps plenty to be proud of. But the men and women participating in the cake cuttings and the birthday balls aren't yet ready to rest on the laurels earned in some 300 landings and innumerable lesser assignments, carried out "by direction of the President."

—Barney Baugh, JO1, USN.



LANDING FORCE detachment of Marines in USS Roanoke (CL 145) stands full battle inspection. Below: Marines descend to landing craft in exercises.



DURING THE 180 YEARS of its existence, the Marine Corps has been one of the world's finest fighting outfits. Today, complete with an air arm and the modern implements of warfare, it is far removed from the early organization—except in its basic job. As in 1775, the prime objective of the Corps is the same—to fight the enemy wherever he may be.

The written mission of the Corps, as stated in official documents today, reads differently from the one laid down by the early leaders of the U. S., but the basic concept is the same, to seek and destroy the enemy and protect the United States and its citizens in time of need.

Sea-Soldiers Train

The historic battles that Marines have waged in carrying out their missions have filled history pages and newspaper headlines, but a little known incident that illustrates the whole spirit of the Corps, took place in the city of Tientsin, China, in 1927.

Tientsin was surging with political unrest at that time and the many Americans living in the city were in fear of their lives. Their only protection against the many riots and street fights was a handful of U. S. Marines. One evening when a bad riot broke out near the American settlement, a hurry-up call was put through to the Marine barracks, requesting protection.

Shortly after the call the Americans, who were barricaded in their homes, noticed that the square, where the rioting had been taking place, had grown silent. They sent a man out to see if everything was safe. He was also instructed to give the Marines thanks for their speedy assistance.

The man entered the square, but couldn't see a soul. After looking all around he at last located a lone Marine sergeant standing under a tree, his rifle slung over his shoulder. The civilian approached and inquired, "Where are the rest of the Marines?"

"Rest of the Marines?" questioned the sergeant in surprise. "You only reported one riot didn't you? Headquarters only sent one Marine."

Whether or not that story is true, no one can say. However it is a good indication of the esteem in which both the American public and the

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men in the Marine Corps hold the Marine Corps. It's a sure bet that the story, and many others like it, will be making the rounds this month as the Corps celebrates its anniversary. However, trying to separate the true facts from the legends about the Marines is like trying to separate black and white marbles in the dark.

Although the highlights of the Marine Corps tradition have come during their wartime service, it is their constant attention to training in peacetime that has produced these exploits. Throughout the U.S., and at every overseas base where Marines are stationed, there is a con-



AMPHIBIOUS TRAINING EXERCISES develop new attack and recon techniques for 'sea soldiers.' Here, copter lands on transport sub USS Sealion (ASSP 315).

Train for Multi-Mission Assignments

stant training program that pays dividends when the chips are down.

Every Marine, constantly receives training to keep him qualified for combat duty. Clerks, electronics specialists, needed in a military outfit in this day of atomic warfare, spend regular periods on the firing ranges, operations and maneuvers.

There have been many times when this constant training has paid off. During both World War II and the fighting in Korea there were several instances when cooks and clerks found themselves in the middle of the fighting. When a rifle was put in their hands they knew what it was for, and were prepared for whatever might come over the hill at them.

Typical of the tough and realistic training that the Marine Corps gives its men is that at a cold and desolate outpost high in the Sierra Nevada mountains of California. In sub-zero weather, operating at altitudes more than a mile high, Marines get a six-day indoctrination into cold weather fighting.

The outpost is officially known as the Cold Weather Battalion at Pickel Meadows. Men who went through the camp before going to Korea, were often heard to remark, after their first few weeks in the battle zone, "Gee, it was rougher than this at Camp Pickel Meadows."

The men stationed permanently with the Cold Weather Battalion are all combat veterans and serve as "aggressors," during the trainees' stay in the mountains. They do everything possible to make life miserable for the men going through

the short course, on the theory that they are helping to save their lives. At any time of day or night the aggressors may infiltrate the trainees' camp, or strike at a column of weary Marines as they hike through hip-deep snow.

The trainees live in circumstances similar to those they might find if they ever get into a battle in ex-

treme cold weather. They sleep in sleeping bags under makeshift tents and exist on combat rations during their stay in the mountains. The permanent personnel have it a little better, as they have established a camp with wooden-floored Arctic tents and have their own kitchen, sick bay and headquarters office.

Highlight of the Marines' stay in

Missions of the Marine Corps

These are the duties of the Marine Corps, as a member of the Armed Forces defense team. Based on the National Security Act of 1947 and a statement of the "Functions of the Armed Forces and the Joint Chiefs of Staff" issued by the Secretary of Defense in April 1948, its mission is outlined as follows in the *Marine Corps Manual*:

1. The Marine Corps, within the Department of the Navy, shall include land combat and service forces and such aviation as may be organic therein.
2. The Marine Corps shall be organized, trained and equipped to perform the following missions:

- To provide fleet marine forces of combined arms, together with supporting air components, for service with the U.S. Fleet in the seizure or defense of advanced naval bases and for the conduct of such land operations as may be essential to the prosecution of a naval campaign.

- To provide detachments and organizations for service on armed vessels of the Navy, and security detachments for the protection of naval property at naval stations and bases.

- To develop, in coordination with the Army, the Navy, and the Air Force, the tactics, technique, and equipment employed by landing forces in amphibious operations. The Marine Corps shall have primary interest in the development of those landing force tactics, technique, and equipment which are of common interest to the Army and the Marine Corps.

- To train and equip, as required, marine forces for airborne operations, in coordination with the Army, the Navy, and the Air Force in accordance with policies and doctrines of the Joint Chiefs of Staff.

- To develop, in coordination with the Army, the Navy, and the Air Force, doctrines, procedures, and equipment of interest to the Marine Corps for air-borne operations and which are not provided for by the Army.

- To be prepared, in accordance with integrated joint mobilization plans for the expansion of peacetime components to meet needs of war.



MARINES TAKE TO THE SNOWY HILLS of California to practice mountain-warfare on the icy slopes of the Sierra Nevada mountains at Pickle Meadows.

the mountains comes after the first two days of lectures. Then they don their heaviest cold weather gear, strap on their packs and rifles to take off for a few days of simulated combat in the nearby wilderness. Their first tough test comes shortly after leaving the camp area and involves crossing the West Walker River. The river has to be crossed on ropes, catwalk bridges and monkey lines that the trainees must put

up under simulated war conditions.

With the temperature hovering well below the zero mark, a fall into the river poses a constant threat as the men make their way across the fragile bridges. Almost without exception, each class sees one of their number miss a step and splash through the ice into the cold water. There are corpsmen standing by to get the unfortunate into warm clothes and make sure he doesn't

receive any lasting injury, but the men who do slip serve as an excellent object lesson to the others who are waiting their turns to hit the ropes and make their way across the freezing water.

Once on the other side of the river the trainees get a taste of climbing. They start at about 6800 feet and must climb to nearly 10,000 feet, always on the alert to repulse an attack that might come their way from the aggressors, who are as much at home in that part of the country as the average Marine is on the firing line.

At any moment along the way a machine gun may start chattering as the white clad aggressors spring an attack from their snow-camouflaged positions. Charges go off nearby, indicating that the troops are under artillery attack and the whole scene is like a battlefield. However, the aggressors are using blanks and the charges are located in a position where there isn't any danger of anyone getting hurt.

Should the trainees capture one of the aggressors, he plays the part of the enemy to the hilt. He understands no English and is generally uncooperative. The aggressors attempt to hide several weapons on their persons and should the man who captured them fail to find one of the extras, it is whipped out at a crucial moment and the company commander "shot."

Once the trainees have reached their objective high in the mountains, and have established a command post, they settle down to constant bedlam as the aggressors pull out all the stops. If the unit relaxes for a moment there may be a quick swish as one of the instructors comes whizzing in on his skis and disarms the unwary, or drops a "grenade" where it will do the most damage. At night, the aggressors enjoy sneaking into camp and painting the face of a sleeping Marine with a purple concoction that takes several days to wear off.

By the time the training is over the students are a tired and weary bunch, but they are prepared for any fighting they might have to face in extreme cold climates.

The cold weather training is a small facet of the over-all training program being carried out by the Marine Corps today. Most of the training is far removed from the mountains and aims at training Ma-

MARINES PASS THE WORD on the use of the BAR to whitehat members of the ship's landing party while at sea on board carrier *USS Yorktown (CVA 10)*.



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PRACTICE MAKES FOR PERFECT landings as the latest in jets, FJ-2 Furies, give cover to Marine infantrymen.

Marines to storm beaches, for amphibious warfare is the bread and butter business of the Marine Corps.

On both coasts of the U. S. and at various beaches in the Pacific, Atlantic and Mediterranean, there is almost constant traffic coming in from the sea as the Marines, supported by and in conjunction with the Navy, stage realistic landings.

The helicopter and atomic weapons have done much to change the strategy and tactics of amphibious warfare since World War II and these practice landings provide the best available method of working out the kinks that develop along the way.

Such new developments as pinpoint close air support for the troops ashore have become an accepted fact in the Marine Corps today, but it takes constant practice with planes and men to keep the Corps at the top in efficiency.

The practice maneuvers and training operations are backed by thorough schooling given at various posts of the Corps around the country. However a great deal of the schooling is administered at what has often been referred to as "the heart of the Corps," Quantico, Va.

At Quantico the Marine Corps schools turn out the technicians and leaders needed for a hard fighting, tough combat outfit like the Marines, and it's an old Corps belief that, "sooner or later every career Marine goes through Quantico for a tour of duty."

There is a lot of "troop and stomp," at Quantico in addition to school books, and seldom does a man leave Quantico without being a more learned man and one better equipped to do his job in the Corps.

A look at the training schedule for the Marine Corps, for any one year, might cause an outsider to think there isn't time for Marines to do anything else, but it just isn't so. In addition to the training the Marine Corps has, a large portion of its men are engaged in "spit and polish," jobs the world over.

U. S. embassies, in countries all over the globe, sport an elite Marine Guard which has the job of protecting the Americans in that country as well as guarding the embassy. Capital ships of both the Atlantic and Pacific Fleets carry portions of the Fleet Marine Force, which serve as both an honor guard for special events and a nucleus for landing par-

ties in the event of an emergency.

Any large naval base has a Marine barracks as a security measure and in the field of aviation the Marine Corps is well represented both at sea and ashore.

Wherever you find the Marines you can be sure of one thing—that they will be one of the proudest outfits and one of the roughest in time of battle. This attitude is generated in part by the "esprit de corps," a trademark of the Marine.

Wherever you find the Marines, you'll find the Navy and you can be sure that this month the Navymen will be tipping their hats to their partners and wishing them a very happy birthday.

LEATHERNECKS ATTACHED TO the heavy cruiser USS Macon (CA 132) stand inspection with ship's crew on fantail during change of command ceremonies.



Organization of the U.S. Marine Corps

WHILE EVERY NAVYMAN knows that the U.S. Marine Corps is an integral part of the sea service's defense and offense team, the sailor may not be too familiar with the organization of the Corps itself. Briefly outlined on the accompanying pages is a chart illustrating the organization of the U. S. Marine Corps.

The Commandant, General L.C. Shepherd, Jr., commands and is responsible for the efficiency, administration and readiness of the U.S. Marine Corps. (On his retirement early next year he will be succeeded by Lt. Gen. Randolph Pate.) He is directly responsible to the Secretary of the Navy and on matters concerning the Marine Corps he offers advice and assistance to the SecNav in setting up policies and procedures concerning the Corps.

When the Joint Chiefs of Staff are considering any matter which directly concerns the Marine Corps the Commandant has co-equal status with the members of the JCS.

The Commandant directs the smooth administration of the Corps through the assistance of his staff offices located in Washington, D.C. which make up the Headquarters of the U.S. Marine Corps. However, the bureaus and offices of the Navy Department also provide certain services for the Marine Corps, just as they do for the Navy. For example, medical services are provided for the Marines by the Bureau of Medicine and Surgery, while the Office of the Judge Advocate-General provides certain legal advice and legislative services to the Marine Corps units. The Chaplain Corps of the Navy also provides spiritual guidance to the Marines.

Further example of the Navy-Marine Corps teamwork is the services the Marine Corps provides in turn for the Navy, such as the security detachments for the protection of bases and stations of the Navy units and for service on Navy vessels. Also Marine Corps personnel are assigned to duty with those bureaus and offices that perform significant services for the Marines.

Fleet Marine Forces

The major elements of the Operating Forces of the Marine Corps are normally assigned to the *Fleet Marine Forces*. The Fleet Marine Forces are usually assigned to the

operational control of the Chief of Naval Operations, who may then further assign them to the Atlantic or Pacific Fleets. The Fleet Marine Forces consist of a balanced force of land, air and service elements of the U. S. Marine Corps.

The Fleet Marine Forces, which have been in existence since 1933, include air and ground tactical units of the Marine Corps. Within the structure of the Fleet Marine



Official Seal of Marine Corps

Forces, the integration of air and ground elements makes it easy to form special air-ground task forces tailored to meet the specific needs of an emergency. The FMF is a flexible, mobile and integrated force of ground and air elements comprising a single weapons system which complements the other weapons systems available to the Fleet commander. In addition, the self-supporting character of the Fleet Marine Forces enables it to perform virtually any military mission ashore required to assist a Fleet operation.

In the air, Marine pilots fly most of the same type aircraft used by Navy pilots, except for some patrol craft. Marine aviation is primarily "close-support aviation"—a weapon that is as vital a part of the air-ground Fleet Marine Forces team as are the artillery and infantry. Marines have been the pioneers in the use of the helicopter and their heroic use of the whirlybird in the Korean conflict for evacuating wounded is unprecedented in the history of aviation. All combat units are equipped with carrier aircraft and all units are trained for carrier operations and rotate on that duty.

Security Forces

Marine Corps Security Forces provide internal security and local defense at more than 120 military activities of the Navy's Shore Establishment at home and abroad. In addition, security detachments are provided for Navy Special Weapons Storage Sites, for certain Armed Forces Special Weapons Project Storage Sites and National Security Agency installations.

State Department Guards

On request by the Secretary of State the Marine Corps assigns Marines for duty as State Department guards serving at 86 Foreign posts in 74 Foreign countries. These guards are specially selected and given special training prior to their assignment because of the nature of their work and their role as representatives of the American people.

Forces Afloat

Aboard ship the Marine detachments are a regular part of ship's company. The commanding officer of the ship's Marine detachment, although not a department head, occupies a somewhat similar position with respect to the administration of the Marines on board in matters pertaining strictly to the Marine Corps. In a dual role, he is also one of the division officers of the gunnery department.

The Marine detachment commander is responsible to the ship's captain for the efficiency of his department and submits payrolls, muster rolls, and promotions of men in his detachment to the skipper in addition to accounting for all Marine Corps property aboard ship.

All permanent or standing orders for sentries aboard ship are approved by the skipper and pass through the Marine detachment commander. When necessary, the officer of the deck sometimes gives special orders to the Marine sentries but such orders are communicated to the sentries by the sergeant or corporal of the guard.

Marine Corps Supporting Establishment

That part of the Marine Corps which corresponds to the Shore Establishment of the Navy is the *Marine Corps Supporting Establishment*. It includes the Marine Corps Recruit Depots, the Marine Corps

Schools, the Marine Corps Recruiting Service, Marine Corps supply installations and various Marine barracks and Marine Corps air stations.

The Marine Corps Recruit Depots are located at Parris Island, S. C. and San Diego, Calif. After recruit training all new Marines receive advance combat training at Camp Lejeune, N. C., or Camp Pendleton, Calif. Following this training certain Marines will go to specialist schools operated by the Marine Corps. In the case of those selected for training in aviation or electronics they are sent to Navy schools.

Since the early 1940s Camp Lejeune and Camp Pendleton have been the training centers and maneuver areas for both individual and small units.

With the formation of infantry training battalions a heavier concentration on individual training came about and Camp Pendleton activated two training regiments. Camp Lejeune followed suit with the formation of its First Infantry Training Regiment in November 1953.

The mission of the infantry training regiments is to provide thorough basic training for "recruit graduates" in the principles of individual combat with primary emphasis on field training. This includes teaching the new Marine to shoot his rifle under field conditions and to deliver effective fire on the enemy while working with other members of his fire team and squad. In addition, he learns to move properly under combat conditions making the most of cover and concealment. (For a description of Marine training see page 26.)

Marine Corps Schools

The Marine Corps Schools at Quantico, Va., is the seat of formal professional schooling for officers and the principal agency for the development of tactics, techniques and equipment for landing forces as well as providing specialist schools for enlisted Marines.

Established in the District of Columbia in 1891 as a School of

Application for second lieutenants it was reorganized at Quantico after World War I to meet the requirements of modern warfare. Later, during World War II the training facilities were expanded tremendously.

To carry out its mission the Marine Corps Schools are organized into two major components, the Marine Corps Educational Center and the Marine Corps Development Center.

The Educational Center trains officers of the Marine Corps, and of the other services and allied countries in all aspects of amphibious warfare. The Development Center develops landing force matters of joint-service interest while continuing to keep the tactics, techniques and organizational concepts of the landing force under review. New equipment is continually being tested and evaluated.

There is a school for indoctrination and instruction in fundamental military subjects. Here, basic infantry tactics are taught in addition to the study of the limitations, capabilities, characteristics, marksmanship and techniques of the latest weapons.

After graduation from the Basic School, the young officer is normally assigned to duty in a unit of the Fleet Marine Forces or a detachment aboard ship where he puts his Quantico training into practical experience. Depending upon the Marine Corps requirements at the time of their graduation, some Basic School graduates may be assigned directly to a specialist school for a course of formal instruction.

Specialist schools include the Communications Officers' School, the Ordnance School and the Aerial Observers School, all located at Quantico. For training in the specialist fields not represented in the Marine Corps Schools system, personnel are sent to appropriate Navy or Army schools. There is also an Extension Division which offers correspondence courses for Marine Corps Regulars and Reserves.

The Marine Corps officer is provided with a progressive, professional military education that is stretched over his entire service career. During this time he may attend outside schools, such as the Armed Forces Staff College and the National War College in addition to those schools maintained by the Marine Corps itself.

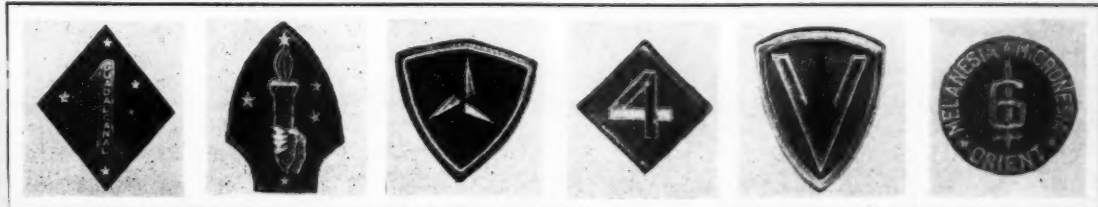
Marine Corps Reserve

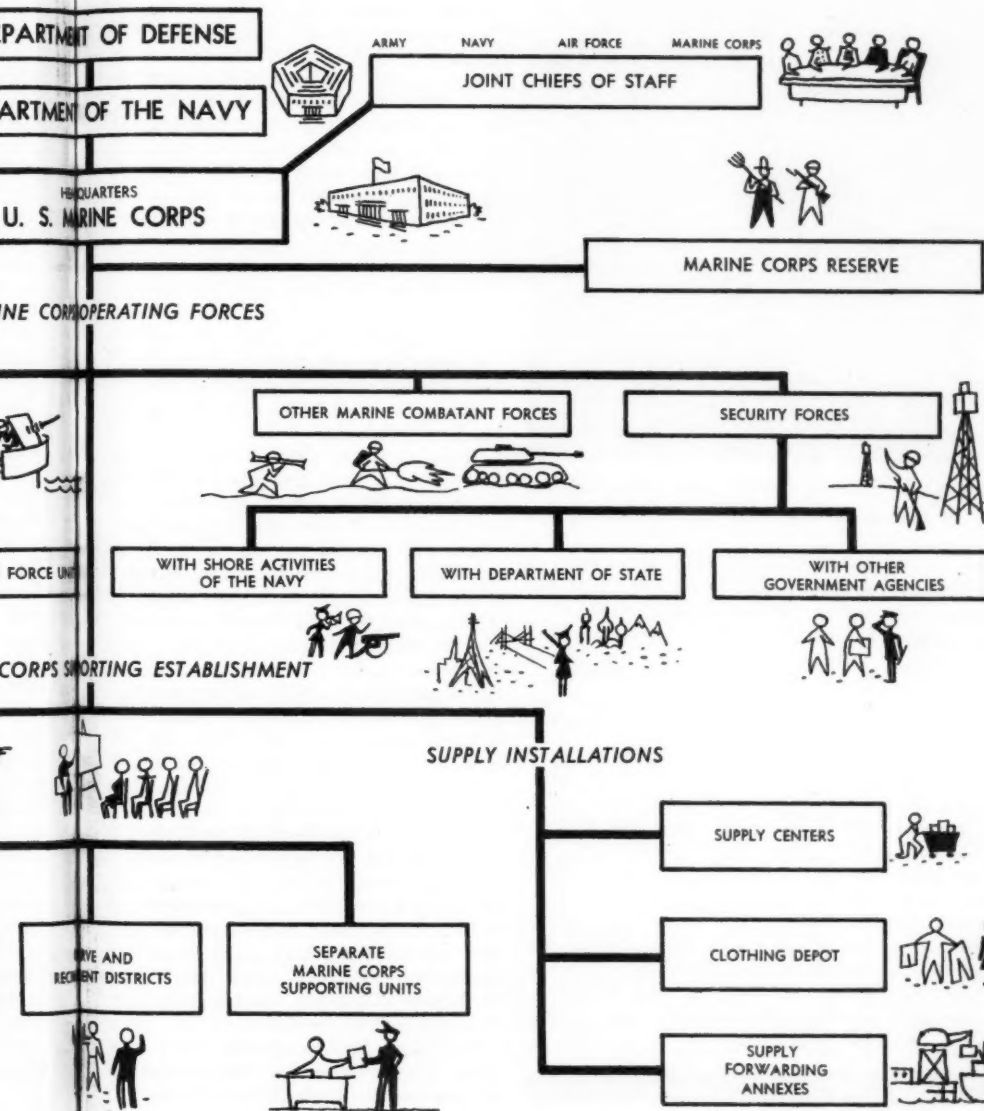
The Marine Corps Reserve organizations, both ground and air, parallel that of the Naval Reserve. Although infantry battalions and fighter squadrons make up a large percentage of the organized units of the Reserve, an adequate number of specialist units, such as air control squadrons, artillery, tracked vehicle, engineer and communications organizations are also important parts of the Reserves.

Based upon experience in past wars, the Marine Corps Reserve is looked upon largely as a means of affording peacetime training, for rapid mobilization if needed, as well as units to transport personnel to mobilization points in an emergency. In times of national emergency the "Reserve-Regular" distinction as separate organizations ceases to exist, and as in 1940 when the Marine Corps Reserve was fully mobilized, all hands become for the duration simply "Marines."

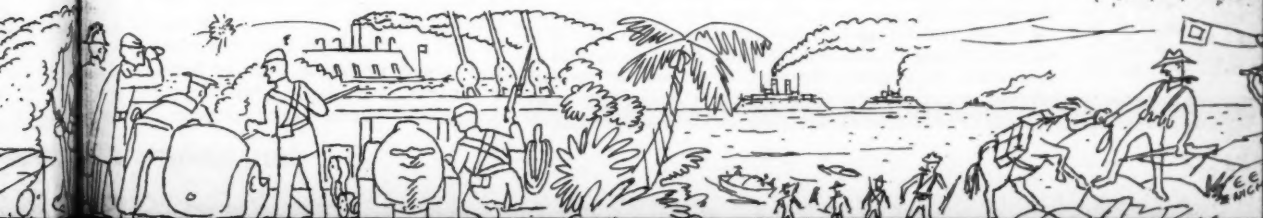
The Marine Corps Women's Reserve was established on 13 Feb 1943. This organization accomplished its wartime purpose of releasing male Marines for combat duty by filling 87 per cent of the enlisted billets at Marine Corps Headquarters and nearly half of the assignments at major continental posts and stations. Many Women Reservists also served in Hawaii. Most of the women performed clerical duties but other typical assignments were to motor transport, aviation control towers and instructional billets. Legislation enacted in 1948 provided for a Regular Component of women in the Marine Corps similar to the Navy's WAVES.

SHOULDER PATCHES of the six Marine Divisions of WW II, no longer worn, are shown in consecutive order.

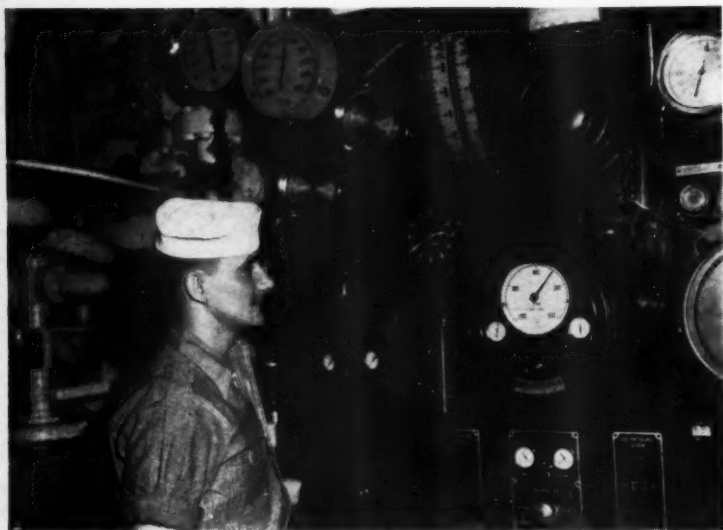




November 1955



TODAY'S NAVY



KEEPING HIS EYE on the gauges is L. G. Malcomb, BT3, USN, while standing watch on board USS *Aldebaran* (AF 10) whose home port is Norfolk, Va.

Naval Parachute Unit

Over the desert area near El Centro, Calif., a parachute rigger stepped into the air from an R4D. Three minutes later he was on the ground, successfully completing the 10,000th parachute jump performed by men of the U. S. Naval Parachute Unit.

The Naval Parachute Unit is part of the Department of Defense Joint Parachute Test Facility, aboard the U. S. Naval Auxiliary Air Station, El Centro, Calif., and is concerned with the testing and developing of all types of parachutes and other aircrew survival equipment.

These 10,000 premeditated, free-fall jumps have run the gamut of airspeeds from a hovering helicopter to approximately 400 knots through the escape chute of an F3D, and

have included such conditions as deliberate 8000-foot-delay free fall before the parachute opened. Ejections from modified JD-1 and TV-2 aircraft, and water landings in the Salton Sea and the Pacific Ocean under both calm and high wind conditions are but a few of the other tests conducted in the course of development of such items as automatic safety belts, exposure suits, life jackets and parachute components. Here, the equipment you will use in the future is proved by actual use.

CWO L. T. Vinson, USN, on his second tour as Jumpmaster of the Parachute Unit, has made 470 of the jumps, and Peter A. Ilao, PR1, USN, on the unit's 10,000th, was making his 141st jump.

YESTERDAY'S NAVY



On 10 Nov 1864 a naval force from USS *Lancaster* in a surprise raid captured a party of Confederate officers and men on board the American passenger steamer *Salvador* off the coast of Panama. On 27 Nov 1855 to protect the lives and property of U.S. citizens during an uprising at Montevideo, Uruguay, a detachment of Marines and 100 sailors was sent ashore from USS *Germantown*. On 12 Nov 1900 U.S. gunboat *Bennington* covered the landing of troops at Borongan, Samar, in the Philippine Islands, in an effort to keep citizens from burning the town, in an insurgent uprising.

News of Navy Ships

You probably know by now that USS *Constellation* made her last cruise in August—almost 158 years after her launching on 7 Sep 1797. That cruise (see page 43) consisted of a voyage from Boston to Baltimore in a floating drydock and a short haul in Baltimore harbor between two tugs. She was then ready for her final berth—"drydocked" in a bed of gravel as a tourist attraction at Fort McHenry National Monument.

From a realistic point of view, *Constellation* is a pretty beat-up relic of "wooden ships and iron men" days, while her vital statistics—42-foot beam, length of 176 feet from sternpost to knightshead, 21-foot draft—make her sound like a yard craft in today's Navy.

Even so, *Constellation's* shadowy crewmen (if their interests are the same as those of today's Navymen) can lay claim to a couple of "firsts." Their ship was 1) the first man o' war built and commissioned by the U. S. Navy; 2) the first Navy ship to have a specially-trained crew; and 3) the first ship on which U. S. Marines served.

Turning to the modern Navy we find USS *Forrestal* (CVA 59) a full-fledged member of the Fleet. By way of contrast the carrier has a 3500-man crew, while *Constellation* carried a crew of 309. Meanwhile, keel-laying ceremonies in New York have signaled the beginning of USS *Independence* (CVA 62), the fourth of the giant carriers. USS *Saratoga* (CVA 60) has been under construction at the New York yard since December 1952, and a third "giant," USS *Ranger* (CVA 61), is under construction in Newport News.

Forrestal's commissioning ceremony climaxed more than three years of construction work. Her keel was laid in July 1952, and she was launched in December 1954. The 1036-footer was berthed at a fitting-out pier in Newport News for installation of catapult, electronic and other types of equipment. Nearly 60,000 tons of metal have gone into the carrier, while her 252-foot beam is enough to hold the liners *United States* and *America* side by side.

Other carrier news includes the following:

- **uss Randolph** (CVA 15) has moved into Norfolk Naval Shipyard for a period of revamping which is expected to extend into February 1956. Major points in her overhaul will be the addition of the Navy's new angled deck and enclosed "hurricane bow." "Randy's" conversion will be the first for the Norfolk yard, the second to be undertaken on the East Coast.

- **uss Bon Homme Richard** (CVA 31) is being recommissioned at San Francisco Naval Shipyard, as a climax to 30 months of extensive modernization and conversion which included the modern bow, angled deck and steam catapults.

- **uss Lexington** (CVA 16) has also donned the "new look" and rejoined the Fleet. She was recommissioned at Puget Sound Naval Shipyard after 22 months of modification work. Previously, she was a member of Bremerton's "mothball fleet."

- **uss Ponchatoula** (AO 148), another of the Navy's *Neosho*-class oilers, has been launched in Camden, N. J. She is the sixth of the class to be launched. Her name comes from a river in Louisiana. Other oilers of the class are *uss Neosho* (AO 143), *Mississinewa* (AO 144), *Hassayampa* (AO 145), *Kawishiwi* (AO 146) and *Truckee* (AO 147). *Kawishiwi* is currently being fitted out at the Philadelphia Naval Shipyard. *Ponchatoula* and her sisters are 655 feet in length, with an 86-foot beam and displacement of 40,000 tons. They are designed to carry 28,000 tons of oil and are served by a crew of some 300 men.

Submariners are forging ahead under "atomic power," with the keel having been laid for a third nuclear-powered submarine and a contract let for development of a reactor suitable for a "small" submarine—Fleet-type subs displace some 1700 tons, compared to 2900 tons for *uss Nautilus* (SSN 571) and 3200 tons for *uss Seawolf* (SSN 575).

A final note for submariners who knew *uss Mingo* (SS 261). Mid-August ceremonies marked her loan to Japan, under provisions of the Mutual Defense Assistance Program. She will be used in anti-submarine detection and tactics by the Japanese Maritime Self Defense Force.

Getting down to the common man's Navy—the "tin cans" and "buckets" that make up the greater



'BIG JAY' EASES out of Norfolk with help of harbor tug. *USS New Jersey* (BB 62), one of three BBs on active duty, was headed for Europe training cruise.

part of our Fleet—the usual changes are in evidence.

- **uss Rhodes** (DER 384) and **Calcaterra** (DER 390), World War II destroyer escorts which have been in mothballs since 1946, are being returned to the Fleet as radar picket escort vessels. For their new duties the 1200-ton vessels have been fitted with a large amount of radar and other electronics equipment, and their superstructures greatly modified. Modification work on the pair was done at Portsmouth, after the ships had been towed from the Atlantic Reserve Fleet unit at Green Cove Springs, Fla.

- Thirteen WW II destroyers have been returned to that designation after several years as high speed minesweepers (DMS). The thirteen (with their new classification): *uss Fitch* (DD 462), *Gherardi* (DD 637), *Mervine* (DD 489), *Quick* (DD 490), *Carmick* (DD 493), *Endicott* (DD 495), *McCook* (DD 496), *Davison* (DD 618), *Thompson* (DD 627), *Cowie* (DD 632), *Knight* (DD 633), *Doran* (DD 634) and *Earle* (DD 635). *Fitch* and *Gherardi*, the only two of these craft recently on active duty, have been slated for inactivation at Charleston.

Deactivation is also underway or coming up for the troop transport *uss Sarasota* (APA 204); the attack cargo ships *Whitley* (AKA 91) and *Libra* (AKA 12); while *Pochar* (MSF 375) has already been accepted into the "zipper fleet." Other inactivations include *uss PCE 892*,

Chase County (LST 532) and *Ches-terfield County* (LST 551).

Closing this roundup of ship news with another wooden hull is particularly appropriate, since this one is flying a 32-foot "homeward bound" pennant studded with nine stars. The ship is *uss Waxbill* (MHC 50), ex-AMCU 50, ex-AMS 39, ex-YMS 479—and built on a PCS hull. Name changes aside, *Waxbill* is the same craft that headed for Korea in February 1951 and accounted for 24 mines during her patrols. The nine stars on her pennant represent *Waxbill's* 55 months outside the continental limits of the U. S., one for the first year and one for each succeeding six-month period. The length indicates that 32 of her 36-man complement have been away from the U. S. for more than one year.

Good Crew, Excellent Record

Many Navymen receive a Good Conduct Medal, but when 43 men receive the award at the same time and on the same ship it calls for special recognition.

In a special ceremony aboard *uss Southerland* (DDR 743) at Pearl Harbor, T. H., 43 crewmen were awarded the Good Conduct Medal by their skipper, Commander P. B. Armstrong, USN.

At the time the awards were presented *Southerland* was in Hawaii en route to the Far East where she is currently operating out of Yokosuka. She is scheduled to return to home port of San Diego, in February.



'BALANCING ACT' between Navy Cutlass and AJ-2 during refueling in flight calls for split-second timing.

Anti-Sub Sentinels

One of the most famous messages to come out of World War II was the terse dispatch, "Sighted sub, sank same." Today Anti-Submarine Squadron 27, NAS Norfolk, is fixing to do just that if the opportunity presents itself.

Principal reason for its hopes is delivery of the S2F-1 *Sentinel*. These planes represent a big step forward in anti-submarine work as they combine in one unit the hunt and kill features of other aircraft. Previously the squadron's planes were required to work in pairs, one loaded with electronic equipment to locate the undersea raider and the other with depth bombs and guns to take care of the lethal end of the job.

However, the new *Sentinels* require a pilot, co-pilot and an additional crewman to handle the vari-

ous types of detection gear. At the time of delivery of the planes, few of the air crewmen had experience in that type of work. There wasn't time to send a great number of the men off to school.

The squadron decided that the solution to the problem lay right at their front door and immediately set up its own squadron training course to meet the new situation.

In the special three-week ground course, the students are exposed to survival techniques, communications procedures, aircraft recognition, radio procedure, code reception, aircraft familiarization and navigation. In addition, the instructors, all of whom are experienced ASW men, have developed a curriculum which includes radar, electronic countermeasures, magnetic airborne detection and sonobuoys.

When the students have completed those three tough weeks they then complete 12 practice flights, in which they are required to detect and locate successfully specific objects on the various types of equipment they have studied.

Completion of the 12 flights doesn't qualify them for the coveted designation of aircrewmen, for they must then undergo actual carrier operations and check out satisfactorily under simulated battle conditions before they can wear the wings.

The program has resulted in a total of 52 crewmen ready to go to work on the S2F-1 when the change-over is completed. Many of them have already been on missions in the new plane and returned with "kills" recorded. They were just simulated "kills," but like their predecessors, they are ready to "sight subs, sink same," if called upon.

—Joe Kimbrough, JO3, USN.



GO AHEAD SIGNAL is given a Panther jet by plane director on board carrier USS Kearsarge (CVA 33) a jet taxis to be spotted for catapult launching.

Glamor Girl Is Ten

Glamor girls usually steer clear of celebrating their own anniversaries and mentioning persons and places with dates attached—how else can they keep their age a secret? *USS Los Angeles* (CA 135) is a different type of "lady," however.

She never really cared about being called "glamor girl of the Pacific Fleet"—the people of the city and county of Los Angeles, Calif., who subscribed the money for her building gave her that nickname. Them being the facts, man, "LA" was proud to note a tenth anniversary in her memory book, just one more incident in a career which has included "flower show" visits to such fancy ports as Santa Barbara, Calif., and Portland, Ore.; participation in events like the Seattle Seafair; and the entertainment of guests ranging from ROK President Syngman Rhee to Hollywood movie stars such as the glamorous Elizabeth Taylor and Bob Hope and dozens of other VIPs from the West Coast.

"CA 135," as she's known to *musumes* in Yokosuka and Sasebo, began with a World War II bond drive—which raised enough to build four destroyers in addition to this *Baltimore*-class heavy cruiser. Although commissioned too late for action in that war, she did pull duty in the Far East before joining the mothball fleet at Hunters Point, San Francisco.

Recommissioned in January 1951, *Los Angeles* made two cruises during the Korean war, firing a total of 25,000 rounds of ammunition in support of UN operations and performing such "incidental" jobs as rescuing downed fliers, furnishing hospital facilities for injured allies, and collecting food and clothing for war orphans. Two hits by Red shells during the second cruise did little more than hurt the "glamor girl's" feelings.

Los Angeles was at sea on her fourth Far Eastern cruise when her tenth anniversary rolled around, and her celebration was delayed three days by operations with Task Force 77. Even so, she managed a first class fantail celebration, complete with boxing, "amateur" performances and a concert by the ComCruDiv FIVE band. A specially-baked cake, topped by a replica of the cruiser, highlighted the refreshments which followed the funmaking.

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ND5



ALL HANDS MUSTER top side for change of command ceremonies as new skipper takes over USS Macon (CA 132).

Weather-Tracking Radar

Now that the U.S. Navy is putting the finishing touches on a new weather-tracking radar set at its Fleet Weather Central in Yokosuka, Japan, more rapid and accurate tracking of typhoons and storms, and better predictions of other severe weather conditions in the Japanese area will be possible.

Before the installation of the new radar set, the Navy relied on observations made by aerial reconnaissance and reports from ship and shore units for its weather information.

With the new radar set Navy weathermen will be able to pinpoint the center of a typhoon or storm as far away as 200 miles with seldom more than a five-mile error.

The weather-tracking radar will enable observers to keep a continuous check on the path of a typhoon. Earlier, if the storm altered its course or speed, the change might not have been detected for several hours.

The new radar will also pick up and register the location of rain clouds, which will be of considerable aid to flight planning in the Yokosuka area.

Pertinent weather data collected by the radar set will be relayed to all naval ship and shore units in the vicinity. The information will also be made available to the other armed services and Japanese meteorological stations through the weather teletype communications system.

Five such radar sets have been or are in the process of being installed throughout the world. A radar installation similar to that in operation at Yokosuka has been installed at Guam on the top of the island's second highest mountain peak.

Navy Lends Hand in Polio Battle

"The Navy's interest in being a good neighbor" in every community in which it resides was demonstrated again during the recent polio epidemic which struck Greater Boston. Men, women and machines were dispatched by the First Naval District to fight the disease.

The first call issued by health authorities was for "Iron Lung" respirators, and the Navy responded with more than a dozen. When the shortage of nurses became acute, 1st ND headquarters asked Washington for help and five nurses were sent from short-handed Navy hospitals.

But by far the greatest and most spontaneous response has been the voluntary contributions of enlisted men and women of the Navy and Marines, and Navy wives and mothers. More than 20 such volunteers spent their free hours in polio wards at Massachusetts General Hospital, and uncounted others at Boston City, Haynes Memorial, Boston Floating and Children's hospitals.

Worth 10,000 Words

Ever heard of aileron boost control system?

Until Eugene L. Wright, AM1, put his mind to one, it was considered to be a complex maneuvering aid in aircraft.

Wright, an instructor in AM "A" School at Memphis Naval Air Technical Training Center, found his students were having difficulty understanding the mechanism.

Explanations went something like: "Control stick movement is transmitted to the forward or inner idler assembly by the push-pull tube. Movement of the inner or forward idler assembly causes the forward

end of the beam to move with the idler..."

And so on. You've read similar material.

Something was needed to clarify this description. The answer was a visual reproduction of the system.

On a plywood board, Wright mounted a mechanical linkage unit of plastic, a control stick and a metering valve. He connected all three and colored the linkage beam red.

To complete the system, he coupled the actuating cylinder to the metering valve with hydraulic lines, and mounted an aileron at the bottom of the board. With the movement of the stick, the aileron worked.

Wright's aid filled the gap between instructor and student. The complex system was no longer complex.

Wright built the entire aid, except for the plastic mechanical linkage unit, from scrap metal and salvaged parts. The job took him 40 hours.

USS DES MOINES (CA 134) points her bow toward Lisbon, Portugal, as crew members await liberty ashore.





A. Arruda, YN2



LTJG Bud Wiser



Dorothy Stowe, PN3



E. Rodifer, AN

T. Johnson

All-Navy Talent Contest Winners Hightime

ONE OF THE greatest varieties of talent ever seen on a Navy stage assembled in New York when sailor-showmen, selected by their shipmates throughout the Fleet, arrived for the final eliminations in the second All-Navy Talent Contest.

This year's finals were held in the auditorium at St. Albans Naval Hospital. More than 950 patients, staff members and guests of the hospital (located in Long Island) watched two hours of top notch entertainment, ranging from comedy pantomime to instrumentals to biblical recitations.

Sole requirement for entry in this sea-service talent hunt was active duty status. Whether a performer was strictly an amateur or had appeared professionally was not considered, if his local judges considered him good enough to take part in the competition.

Competition was so close among the contestants that even the applause meter, used to determine the winner, was baffled. Finally, rather than break the tie, it was decided that there would be co-winners of the contest.

Jack Imel, SN, USN, of USS Dixie (AD 14), and Andre Moreau, SA, USN, of NTC Bainbridge, Md., tied for first place. Emmett Rodifer, AN, USN, of VC 62 at NAS Jacksonville, Fla., was chosen third.

Moreau, who only a week before had been graduated from recruit training at Bainbridge, sang "The

World Is Mine Tonight" for his winning number. The tenor vocalist's previous experience included singing the lead in Kurt Weill's "Down in the Valley" and as guest soloist at "The Riviera Music Festival" in New Hampshire and with the Salem, Mass., Philharmonic.

Jack Imel, drummer in USS Dixie's band, played "China Town" on the marimba and did a tap dance to share first place on the All-Navy Talent Contest. Imel is a veteran contestant, winner for two years on the Horace Heidt program before entering the Navy and a recent winner of the television show "Chance of a Lifetime."

Third place Emmett Rodifer, AN, USN, of VC 62, did a hilarious comedy pantomime of the song "Cry" as done by Johnny Ray. Rodifer, who listed himself on the data sheet as an 'aerial typist' because of his job as yeoman to the squadron's leading chief, was one of the four returning contestants from last year's finals.

The other three contestants who returned to the finals for the second time were Eslun Chin, SN, USN, of the COMTHREE Communications Station, who did a tap dance, comedian Bob Kaminsky, MU3, USN, of the Great Lakes Band, and Marge Anderson, SN, USN, of NAS Norfolk, Va., who did a comedy pantomime to the song "Dance With Me Henry."

The second All-Navy Talent Contest got underway with the Bo'sun's

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CPL H. O



Velvet Quartet



Al Mason, CTSN



Turntable Routine

M. Brill, DT3

G. Ensign, HM2

B. Kaminsky, MU3

ENS Ted Forte

Eslun Chin, SN

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A. Gordon, SA

G. Slavek, YN3

K. Sumner, HM3

Bigtime with Top-Notch Variety Show

Chorus from the cruiser USS *Pittsburgh* (CA 72) piping the Master of Ceremonies, Mr. Lee Kaye, to the mike. The pipers consisted of Carl F. Stenzel, BM1, USN, Dewey M. Tindell, BM1, USN, Harvey H. Smith, BM2, USN, Frank Scofield, BM2, USN, and George M. Thompson, BM3, USN. Sharing the MC duties with Mr. Kaye was Ensign Sheila O'Donnell, USNR, Assistant Special Services Officer for Com THREE.

Just about any one of the 31 acts on the contest could possibly have been selected the winner—the talent was that good. Wayne Jure, PN3, USN, of the San Diego Receiving Station, was tremendous with his piano rendition of "Slaughter on 10th Avenue."

Marine CPL Herbert Ohta received a big hand for his version of "Mala-guena" played on the ukulele. Lieutenant (junior grade) Bud Wiser, USNR, gave a comedy monologue from Hamlet, based on Spoonerisms, that had the audience in stitches. Martin Brill, DT3, USN, of the Navy Department Dispensary came on with a comedian act and followed up with a well presented folk song.

The Velvet Quartet, of Ralph Aiken, SN, USN, Willie Gaines, SN, USN, Thomas Prater, YN1, USN, and John Thoroughman, SA, USN, from the Bremerton, Wash., Naval Barracks, sang "Most of All" to the enjoyment of the large audience. The other quartet in the contest, from the First Marine Division, consisted

of PVT Charles MacDonald, PVT Francis Dandridge, PVT Reginald Lrakins and CPL Leo Wilson.

There were two combos in the contest, both of the country music variety. From MSTs in Kodiak, Alaska, came the Swing Hillbilly Trio of Henry Woolf, FN, USN, Horatio Olive, YNSA, USN, and Donald Baker, MM2, USN. Doing excellent imitations of some of the better-known country music singers were SGT Bill Bodoford, SGT Charles Escoe and CPL Santiago Montes, all from MCRD Parris Island, S.C.

Besides trying to win the All-Navy Talent Contest, the performers were giving it all they had in hopes of being selected for tryouts for the Ed Sullivan "Toast of the Town" television variety show. Co-producer Marlo Lewis and his staff selected 17 performers. Unfortunately, only hours before the Navy talent was televised throughout the country, time limitations forced the elimination of two of the acts.

The Armed Forces Screen Magazine, a joint armed services movie producing agency, selected six Navy acts that were filmed and will be included in a movie featuring the top entertainment talent from the Army, Navy, Marines and Air Force.

The 44 performers in the All-Navy Talent Contest were survivors of preliminary area eliminations. Every contestant reported that the talent at these various eliminations was ter-

(Continued next page)



F. Fanelii, QM3



Swing Hillbilly Trio



Samoan Sword Dance

CPL H. Ohta

A. Moreau, SA

W. Jure, PN3

ENS Ann Carter

J. Payne, AD2



SIDELINE STRATEGY

THE MARINE CORPS' claim of having the best riflemen in the country was again underlined, this time at the National Rifle Matches, where more than 50 crack shooting teams from the Army, Navy, Marine Corps, Air Force, Coast Guard and civilian clubs competed for honors.

At the close of the matches held at Camp Perry, Ohio, the 1955 Marine Corps Rifle and Pistol Team had won some 15 trophies in addition to winning both the Service Rifle and Match Rifle classes of the President's Match.

Even the Marine Reservists got in on the act as the USMCR team won the highly-prized Rattlesnake Trophy, symbolic of the best rifle team among the Armed Services reserve units.

In the National Trophy Individual Rifle Match, Lieutenant Charles A. Folsom, USMC, of the 3rd Marine Division in Japan, won the historic Daniel Boone Trophy with a 242 out of a possible 250 with the M-1 Service rifle. TSgt Martin H. Peak, USMC, of Camp Lejeune, N.C., and SSgt Mike Pietrofort, USMC, of Quantico, Va., tied for second with identical scores of 241x250. Sgt. Peak gained the nod for second as he fired his last shot in the deciding V-ring.

Competitive shooting wasn't limited to stateside. Out in the Sixth Fleet, five Navymen and 10 Marines, from the attack carriers *uss Coral Sea* (CVA 43) and *uss Intrepid* (CVA 11) and the flagship *uss Salem*

(CA 139), successfully defended the Cassidy Trophy in the annual match at Malta. The Sixth Fleet Rifle and Pistol team downed the shooters from the British Mediterranean Fleet by the score of 792 to 771. Ensign D.W. Shiverick, of *uss Intrepid* was high scorer in the rifle match with an 88.

Look for the Pensacola Navy Goshawks to be rated among the top service football teams in the nation. Such familiar sounding names as Joe Gattuso, Dick Echard, Dick Olson and Don Fullam grace the Pensacola roster. . . Two other familiar names were on the list of graduates in the first class at the PubInfo Officers' School: Ensigns Alex Aronis and Jack Garrow.

Post-mortem: The Jack Ryder-coached NAS Norfolk Flyers came through to win the Navy baseball title as predicted. The Navy Airmen, last year's All-Navy champs, routed the PhilLant Gators 13-8 in the Eastern All-Navy championship game. . . The club from *uss Columbus* (CA 74) won the '55 BatCruLant diadem with a 13-0 thrashing of the team from *uss Mississippi* (AG 128) in the finals. . . The Seahawks from the Yokosuka Naval Activities won the All-Navy Far Eastern title for the third straight season. Prior to winning the Far East title, the Seahawks had won the Central Command Conference title and the Yokosuka area pennant.

—Rudy C. Garcia, JO1, USN.



rific and that they were lucky to have been selected.

Participants in the All-Navy Talent finals follow, by naval districts and duty stations:

First Naval District: Albert Mason, CTSN, USN, Naval Communications Station, Boston.

Third Naval District: Eslyn M. Chin, SN, USN, 3ND Communications Station; Russel T. DiBella, MU2, USN, Receiving Station Brooklyn; Lieutenant (junior grade) Joseph Antello, USNR, New York Naval Shipyard.

Fifth Naval District: Andre Moreau, SA, USN, NTC Bainbridge; Marge Anderson, SN, USN, NAS Norfolk; Martin Brill, DT3, USN, Navy Department Dispensary.

Sixth Naval District: SGT William Bodoford, SGT Charles Escoc and CPL Santiago Montes, all from MCRD Parris Island, S.C.; Robert Emmett Rodifer, AN, USN, VC 62, NAS Jacksonville, Fla.

Eighth Naval District: Galen E. Ensign, HM2, USN, Reserve Training Center Shreveport, La.; Dorothy J. Stowe, PN3, USN, NAS Corpus Christi, Texas.

Ninth Naval District: Bob Kaminsky, MU3, USN, NTC Great Lakes; Robert Hollis, YN2, USNR, Naval Air Reserve Training Command; Dolores Kennedy, PN3, USN, and Kenneth Sumner, HM3, USN, both from NAS Glenview, Ill.

Eleventh Naval District: CPL U. Atoe, SGT F. Auau, CPL G. Gaopu and SGT I. Imeae, all from Marine Corps Supply Center San Diego; CPL Herbert Ohta, 1st Marine Division; Wayne Jure, PN3, USN, San Diego Receiving Station; PVT Charles MacDonald, PVT Francis Dandridge and CPL Leo Wilson, all from the 1st Marine Division.

Twelfth Naval District: Lieutenant (junior grade) Bud Wiser, USNR, Com-12 PIO; Gerald Slavek, YN3, USN, NAS Moffett Field.

Thirteenth Naval District: John Payne, AD2, USN, NAS Whidbey Island; Ensign Ann Carter, USNR, Com13 Headquarters; Ralph Aiken, SN, USN, Willie Gaines, SN, USN, Thomas Prater, YN1, USN, and John Thoroughman, SA, USN, all from the Naval Barracks, Bremerton, Wash.

Seventeenth Naval District: Henry Woolf, FN, USN, Horatio Olive, YNSA, USN, and Donald C. Baker, MM2, USN, all from MSTs, Kodiak, Alaska.

Atlantic Fleet: Amos Gordon, SA, USN, *uss Forrestal* (CVA 59); Thomas L. Johnson, EM3, USN, *uss Muir* (DE 770); Ensign Ted Forte, USNR, *uss Washtenaw County* (LST 1166).

Pacific Fleet: August Arruda, YN2, USN, *uss Pittsburgh* (CA 72); Frank Fanelli, QM3, USN, *uss Wasp* (CVA 18); Lawrence Jack Imel, MUSN, USN, *uss Dixie* (AD 14).

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THE BULLETIN BOARD

Taking Your Family to Seattle Area? Here's the Housing Set-up

UNDER THE BEST of circumstances, transfer to a new duty station can be confusing. It helps if you know what you're getting into. That's why ALL HANDS and the Personal Affairs Division of the Bureau try to pass the word on living and housing conditions in various parts of the world. If these summaries are of any help to you, credit is due to the men at these installations who have taken the time, trouble and effort to compile the information and who have passed the results on to ALL HANDS. Here for example, is a compilation of housing information in the Seattle area, as prepared by the Commandant, 13th ND:

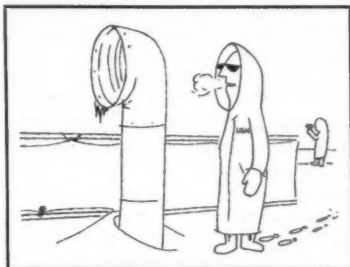
Types of Housing

No public quarters are available. Approximately 3500 low rent housing units under the supervision of the Seattle Housing Authority are available to military personnel. A total of 225 of these units are furnished. However, unfurnished units contain heating, cooking and refrigeration facilities. In June 1955, the number of vacancies was in excess of the number of applications on file and being processed.

Rates for these units are based upon net annual income with eligibility for admission based upon need for housing and net annual income which must be verified. Net annual income includes base pay, BAQ, subsistence and/or commuted rations. Here's the story in table form:

Family Size of	Max. Net Income for Admission	Max. Net Income for Continued Occupancy	Rental Rates are Based on \$1.00 per Month for Each
			\$50.00 net annual income
2 persons	\$2,800.00	\$3,250.00	55.00 net annual income
3-4 persons	3,000.00	3,625.00	60.00 net annual income
5 or more	3,300.00	4,000.00	65.00 net annual income 5-6 persons 65.00 net annual income 7 or more

These amounts are for gross rent, including utilities, but no furniture. The rentals on 2700 of these units do not include fuel for heating purposes. The rent for the units where you must supply your own fuel is approximately \$7.00 per month less. If the quarters are furnished, there is an additional charge of \$4.00, \$6.00, and \$8.00 for one-, two-, and three-bedroom units respectively.



"I'm ready to relieve you."

None of the efficiency (one-room) apartments or four-bedroom units are furnished.

Application for housing must be made in person to the Seattle Housing Authority, after clearance by the NAS Seattle Housing Officer. (See below for details on application procedures.)

At the present time there is no delay in assignment to one- and two-bedroom units—there is an indefinite waiting period for efficiency, three- or four-bedroom units.

Units are located approximately 12 miles from Pier 91.

Two hundred additional housing units operated by the Seattle Housing Authority and known as Sand Point Homes, are available, without restrictions as to income, to all enlisted personnel and including W-1. They range from one- to three-bedroom units, furnished or unfurnished.

Present rent for unfurnished units,

including all utilities is \$54.00, \$58.00, and \$62.00, respectively. If the quarters are furnished, add \$4.00, \$6.00, and \$8.00 per month.

These units are located approximately 9 miles from Pier 91. Application must be made in person.

Navy Defense Rental Housing is available to enlisted personnel and officers up to and including lieutenant. The Shearwater Project has

315 units which are under the cognizance of the Commanding Officer, NAS Seattle, and consist of 111 one-bedroom units, 157 two-bedroom units, and 47 three-bedroom units. All are furnished.

Present monthly rental rates for these units range from \$41.40 for one bedroom; \$45.90 for two bedrooms and \$53.70 for three bedrooms. Prices include furniture, electricity, water and garbage service.

You must furnish your own oil for space heaters which approximates an additional \$9.00 per month. Coin-operated laundry facilities are available.

Assignment to these units is made by the Housing Officer, NAS Seattle. Check the section below for details on application procedures.

There is no temporary emergency housing available for officers above the rank of lieutenant. Special dispensation may be obtained for temporary occupancy in Shearwater but such dispensation is based upon need, availability of housing, and then only upon personal application and approval by the commanding officer.

Navy rental housing is intended primarily for serving the needs of shore-based personnel. After shore-based personnel are housed, any remaining housing will be made available to fleet personnel whose home port is Seattle.

Housing can probably be provided in either the housing projects of the Seattle Housing Authority (if you qualify under income limitations) or in Navy Defense Rental Housing. For accommodations in Seattle Housing Authority projects you must qualify under the income limitations outlined above.

Private Housing

At the present time there is plenty of private housing available but rents are higher. Rates for private housing vary according to age, type, location, number of rooms, and whether furnished or unfurnished. The Apartment Operators' Association in Seattle says it maintains rental

THE BULLETIN BOARD

listings which vary from \$45.00 to \$60.00 for two-bedroom unfurnished apartments and from \$50.00 to \$90.00 for unfurnished three-bedroom apartments. Rentals are considerably higher in newer type buildings.

Application Procedures

Navy Defense Rental Housing. Fill out and ask your commanding officer to endorse an original and one signed copy of the application, NavDocks form 530. These forms are available at all Navy Housing Offices. Application should be completed and advance information furnished the Housing Officer as to housing requirements, giving your name, rank or rate, number of dependents and estimated time of arrival.

If your family plans to arrive before you do, this form should be carried by a member of your family and upon arrival in Seattle, presented

to the Housing Officer, NAS Seattle.

In the case of applications for Sand Point Homes, the same information should be furnished the Housing Officer, NAS Seattle, as prospective occupants of these homes are cleared through this activity before making application to the Seattle Housing Authority Application Office.

Low Rent Housing (of Seattle Housing Authority.) Application must be made in person. You should furnish your wife with a certification signed by your commanding officer verifying your status as a member of the U.S. Navy, the number and age of your dependents, and your present rate of pay, rank or rate, and number of years in the service. Upon arrival in Seattle your wife may make application in person to the Seattle Housing Authority Application Office, 825 Yesler Way, Seattle, Wash-

ington, furnishing the certification of your Navy status mentioned above.

A wife without minor children may make application before her husband's arrival, but she can not be admitted to housing before her husband arrives. A wife with minor children may be admitted before the arrival of her husband.

Trailer Parks

Trailer parks are located near the city limits of Seattle with rentals averaging \$18 to \$20 per month. This charge is for couples with children under two years of age, and is for space, water, garbage, sewer and sanitary facilities.

For more than two (excluding children under two years of age) occupying a trailer, there is an additional charge of \$2.00 per person per month. An additional charge based upon meter reading is made for electricity. Coin-operated laundry facilities are available.

Other Facilities

All housing in the Seattle area is in close proximity to schools, churches, and shopping districts.

Household goods should be shipped to the U.S. Naval Supply Depot, Seattle, Washington.

The dispensary at the U.S. Naval Station, Seattle, Washington, provides routine medical and dental treatment to naval personnel and outpatient treatment to dependents.

The hospital at Ft. Lawton, Seattle, provides inpatient treatment for maternity cases only.

The U.S. Naval Hospital, Bremerton, Washington, provides both inpatient and outpatient care for naval personnel and their dependents.

Commissary privileges are available at Ft. Lawton, Seattle.

The 13th ND Special Service Office, located in Building 208, U.S. Naval Station, Seattle, telephone ALder 5200, extension 575, maintains rental listings through direct contact with the owner. This office also serves as an information office to naval personnel and their dependents, and will render assistance in obtaining housing.

The Red Cross office is located in Building 208, Room 104, telephone ALder 5200, extension 463.

The Navy Relief office is situated in the District Chaplain's Office, Building 208, Room 107, telephone ALder 5200, extension 259.

HOW DID IT START

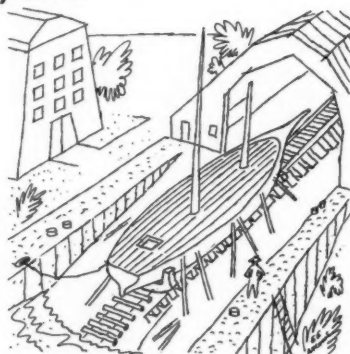
Early Dry Dock

The Navy's predecessor to the dry dock dates back to as early as 1822 when Commodore John Rodgers, USN, designed and built a device for getting a ship out of water for hull repairs by means of an inclined plane or marine railway.

Built at the Naval Gun Factory, Washington, D. C., when it was still an infant Navy Yard, Commodore Rodgers' inclined plane was given its first public showing late in 1822. On hand for the event were President James Monroe, members of Congress, heads of departments, foreign ministers and a large proportion of Washington's residents. To demonstrate the inclined plane, 140 men hauled the new 1726-ton frigate *Potomac* out of the water at a rate of four feet per minute.

The demonstration was so impressive that Commodore Rodgers was asked by the Navy Department to submit plans and designs for his railway, and when the Secretary of Navy forwarded the plans to Congress (most of whom had seen the demonstration), they voted an appropriation of \$50,000 for the purpose of constructing a dock and wharves in conjunction with the railway.

Rodger's plans suggested that two walls of stone be erected parallel to each other and braced against lateral pressure. These two walls should project into the water far enough so that the Navy's largest vessel could be hauled up for repair or preserva-



tion—and if desired, larger ships could be built and launched from it.

Before Commodore Rodgers built his inclined railway, the method used to get to a ship's bottom was to bring her alongside a wharf and by shifting weight and using tackles, tilt her to one side. Then when the one side was cleaned and repaired the ship would be tilted on the other side—a slow and tedious job.

The Navy's first dry docks, in the sense that they are known today, were built in 1833-4 at Gosport Navy Yard (now Norfolk Naval Shipyard), and at the Boston Navy Yard a short time later. Norfolk and Boston had a race to see which would be the first to dock a ship and Norfolk won by a narrow margin.

Latest Movies for Ships and Overseas Bases, Courtesy of Central Recreation Fund

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in September.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Las Vegas Shakedown (358): Melodrama; Dennis O'Keefe, Colleen Gray, Charles Winninger.

A Bullet For Joey (359): Gangster Melodrama; Edward G. Robinson, George Raft, Audrey Totter.

Finger Man (360): Melodrama; Frank Lovejoy, Peggine Castle, Forrest Tucker.

Cleopatra (361) (Re-issue): Historical Romance; Claudette Colbert, Warren William.

Bad Day At Black Rock (362) (T): Western Drama; Spencer Tracy, Robert Ryan, Anne Francis, Dean Jagger, John Ericson, Walter Brennan.

Hello Frisco Hello (363) (T): Reissue; Alice Faye, John Payne.

Crossed Swords (364) (T): Romantic Adventure; Errol Flynn, Gina Lollobrigida.

The House On 92nd Street (365) (Re-issue): Drama; Lloyd Nolan.

The Black Swan (366) (Re-issue) (T): Adventure Drama; Tyrone Power, Maureen O'Hara.

Not As A Stranger (367): Drama; Olivia de Havilland, Robert Mitchum, Frank Sinatra, Gloria Grahame, Broderick Crawford, Charles Bickford.

Double Jeopardy (368): Melodrama; Rod Cameron, Gale Robbins.

New Home for the Oldest Ship in the Fleet

The historic *Constellation*, oldest ship in the U.S. Fleet, has been formally transferred to Baltimore, Md., for restoration as a permanent public memorial.

Old "Yankee Race Horse" has served in every war in which U.S. Naval forces have participated since 1797.

The Navy towed the 176-foot *Constellation* from her present berth at Boston to Fort McHenry in the harbor of Baltimore, for delivery to a patriotic organization. Under an agreement, the *Constellation* Commission will restore and maintain the frigate "in such a manner as to preserve and enhance the proud traditions of this historic ship."

Launched at Baltimore in 1797, *Constellation* sailed on her first cruise in mid-1798. Her first duty was to protect American commerce in West Indian waters. Her sailing qualities were so excellent the French called her "Yankee Race Horse."

Constellation helped to suppress piracy in the Caribbean, and during the period 1825-1844 cruised the Mediterranean, West Indies and coast of Brazil. She operated with the Mediterranean Squadron in 1855-1858, with the Africa Squadron in 1859-1861, and from

1862 until 1864, cruised in European waters searching for Confederate vessels. She served as Receiving Ship at Norfolk and later at Philadelphia.

In 1872, the frigate was gunnery ship at the Washington Navy Yard, and for 19 years was used as a practice ship at the U.S. Naval Academy, Annapolis. *Constellation* last crossed the Atlantic in 1892-93 on a voyage that took her to Gibraltar, Naples, and Le Havre.

In 1893, she was assigned as station ship at the Naval Training Station, Newport, Rhode Island, and served there in that capacity during the Spanish-American War and World War I. In 1926, she was towed to Philadelphia for exhibit with other historic ships at the Sesqui-centennial Exposition and then returned to Newport.

Soon after the start of World War II, on 24 Aug 1940, *Constellation* was again placed in full commission and was assigned as part-time flagship of Admiral E. J. King, then Commander in Chief, U.S. Atlantic Fleet. For the next two-and-a-half years she served variously as flagship of Commanders in Chief of U.S. Atlantic Fleet and flagship of Commander, Battleship Division Five, Atlantic Fleet.

The Rains Came (369) (Re-issue): Drama; Myrna Loy, Tyrone Power, Brenda Joyce, George Brent.

Leave Her To Heaven (370) (Re-issue) (T): Drama; Gene Tierney, Cornel Wilde, Jeanne Crain.

Valley Of Decision (371) (Re-issue): Drama; Greer Garson.

Gun That Won The West (372) (T): Western Drama; Dennis Morgan, Paula Raymond.

Battle Cry (373) (T): War Drama; Van Heflin, Aldo Ray, Mona Freeman, Nancy Olson, James Whitmore, Raymond Massey, Tab Hunter, Dorothy Malone, Anne Francis.

The Cover Girl (375) (Re-issue): (T): Musical; Rita Hayworth, Gene Kelly.

The Postman Always Rings Twice (376) (Re-issue): Drama; Lana Turner, John Garfield.

Naked Dawn (377) (T): Mexican Drama; Arthur Kennedy.

Medical Department Course Is Ready for Officers and EMs

A new correspondence course, *Manual of the Medical Department*, Part I, (NavPers 10708) is now available to officer and enlisted personnel of the Medical Department. The course covers administration, organization, and management of facilities under the cognizance of the Bureau of Medicine and Surgery.

This course consists of 10 assignments, made up of objective-type questions. It is evaluated at 24 Naval Reserve points credit.

Application for enrollment should be made on NavPers Form 992 (with appropriate change in the "To" line), forwarded via official channels to the U. S. Naval Medical School, National Naval Medical Center, Bethesda 14, Md., or to U. S. Naval Dental School at same address.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 64—Announced the convening of a selection board to recommend eligible enlisted personnel for temporary appointment to warrant officer W-1.

No. 65—Announced the convening of a selection board to recommend line lieutenants for temporary promotion to lieutenant commander.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 9

1. (b) F4U Corsair.
2. (a) 400 mph.
3. (b) Rifle grenade.
4. (c) M-1 Garand.
5. (b) First Sergeant.
6. (a) Sergeant Major.

No. 66—Announced approval by the President of the report of a selection board which recommended Regular Navy women officers for promotion to grade of commander.

No. 67—Contained a Labor Day message by the Secretary of Defense to all armed forces personnel.

No. 68—Announced the convening of selection boards to consider Regular Navy women officers of the Medical Corps, Supply Corps and Merial Service Corps in the grade of lieutenant commander for promotion to commander.

No. 69—Informed the service of steps being taken in the promotion of Medical and Dental Corps officers and announced selection boards to

consider commanders and lieutenant commanders of Medical and Dental Corps for temporary promotion.

Instructions

1120.24—Establishes the policies and procedures for submission of applications for appointment of qualified personnel in the Medical Service Corps, USNR, and in the fields of allied sciences.

1306.25B—Concerned options for assignment to duty of enlisted personnel on reenlistment.

1412.4B—Contains a summary of Presidential and SecNav regulations concerning the temporary appointment and promotion of officers.

1416.1A—Set forth a plan for the determination of professional fitness for promotion of officers by means of written examinations or completion of specified courses of instruction in lieu of examinations.

1800.1—Concerned temporary officers in the grades of ensign and above who twice fail of selection.

Notices

1210 (6 Sept) — Invited applications for transfer of unrestricted line officers of the Regular Navy to the Supply Corps.

1741 (6 Sept)—Provided information regarding new rights for waiver of insurance premiums and replacement of expired term insurance which must be exercised by 26 Nov 1955.

1550 (8 Sept)—Described instructional materials for HN training.

1412 (14 Sept)—Announced the Naval Reserve promotion zones and tentative convening dates for selection boards in fiscal year 1956.

1418 (14 Sept)—Announced the schedule of service-wide competitive exams for enlisted personnel.

1811 (14 Sept)—Announced change No. 2 to BuPers Inst. 1811.1 which contained information concerning non-disability retirement of officers and warrant officers.

1552 (23 Sept)—Announced change No. 1 to the Curriculum for Naval Reserve Telecommunications Censorship Program, NavPers 92057.

1306 (undated) — Concerned certain administrative matters in connection with the recall to active duty of USNR and Fleet Reserve Personnel.

NavAct

No. 5—Announces adoption of induction policy by Selective Service for the Navy.

Navy Unites Happy Chief with Long Lost 'Sweetheart'

A chief and his favorite girl friend are going steady again after a separation that lasted nearly seven years.

The two are rather a mismatched pair and you won't see them walking down the street together for the "gal" in question is slightly heavier than the man.

The male involved in this strange match is Thomas W. Reese, EMC, USN, a six-footer who tips the scales in the neighborhood of 185 pounds. The distaff side of the pair is a hefty 41,000-tonner who goes under the name of USS Lexington, (CVA 16).

Reese and the "Lex" first got together back in February of 1943, when, as a second class, he helped to put the grand old lady of the carriers into commission. They spent the next several years, two advancements

and innumerable battle victories together before Lexington was mothballed in 1947.

Reese was present at the mothballing and figured that he had seen the last of his girl friend. However a few months ago he received orders sending him to duty involving the recommissioning of Lexington. When she was put back into commission Reese was there and introduced to the throng of 4000 guests and crew members as the only plankowner present.

To top it off, the day after the recommissioning ceremonies was Reese's birthday, making the sixth birthday he has spent on board the ship. "I hope that I can spend a few more," he said after blowing out the half-dozen candles atop a special cake made by the bake shop crew.



Changes in Rating Structure Affect Active Duty Reservists

Further changes in the Navy's enlisted rating structure will affect Naval Reservists and Fleet Reservists who are serving on active duty in the ratings of Aviation Ordnanceman F, Fire Control Technician G, and Aviation Boatswain's Mate A.

- **Aviation Ordnanceman F (Fire Controlman) (AOF)** emergency service rating has been discontinued. Reservists serving in this rating, including strikers, will be changed to the AQ rating in equal pay grade provided they are considered qualified. If not qualified they will be changed to Aviation Ordnanceman U (Utility) (AOU), in equal pay grade.

- **Fire Control Technician G (Missile Guidance Systems) (FTG)** emergency service rating has been established. If you are in an emergency service rating associated with the FT rating, including strikers, hold Special Program Code 9976 and have guided missile external control equipment experience you will be changed to the FTG (Missile Guidance Systems) emergency service rating in equal pay grade provided you are qualified.

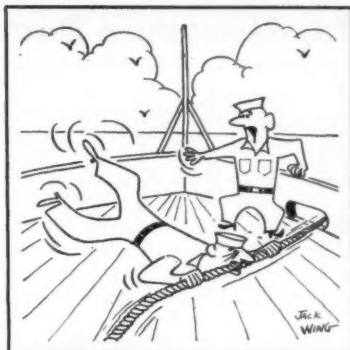
- **Aviation Boatswain's Mate A (Airship Rigger) (ABA)** emergency service rating has been established. If you have performed duties similar to those of Airship Rigger as stated on page 9-21 of *Manual of Qualifications for Advancement in Rating* (NavPers 18068), and are qualified, you may submit a request for change in rating to ABA.

The CO of the activity to which you are attached will determine if you are qualified to change your rating.

This Is A Sample of Shipping Over Transfer

If you would like a speedy transfer, Ellis L. Swalley, RD2, USN, now stationed in San Diego, Calif., can fill you in on how to go about it.

A few weeks back Swalley was serving in *uss Pompon* (SSR 267), operating out of New London, Conn. When his enlistment expired and it came time for Swalley to ship over, he decided to take advantage of BuPers Instruction 1306.25A, which permits a man reenlisting to select either coast for duty, plus



"No! No! I said bight, not bite!"

four choices of particular duty there.

Swalley shipped over on the 24th of the month and, since his home is in California, asked for duty on the West Coast. On the 25th the ship sent a dispatch to Commander Western Sea Frontier, requesting Swalley's reassignment.

The next day *Pompon* received a reply and on the 29th received another dispatch giving Swalley's as-

signment. The transfer orders were cut at once and on the 31st Swalley was officially transferred to Com-SubRon FIVE at San Diego, Calif.

All told, it was a few hours short of one week, from the time Swalley signed on the dotted line to the time that he checked off *Pompon*, headed for the duty of his choice.

Water Supply and Sanitation Are Covered in CEC Course

A new CEC officer correspondence course, Water Supply and Sanitation, NavPers 10750, is now available at the Naval Correspondence Course Center. This course is restricted to officers of the Civil Engineer Corps, Regular or Reserve. It consists of six assignments, and is evaluated at 12 Naval Reserve points credit.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y.

Helping Hands of Marines Build New Home for Corpsman

A Navy hospital corpsman on duty with the 10th Marine Regiment, Second Marine Division at Camp Lejeune, N. C., has learned the true value of friends as well as the kindness and generosity of strangers at a time when it really counts.

Not long ago, Fred D. Mezas, HM1, USN, took his wife and three children to a drive-in theater. When they returned home about 2200 they found their house in flames. They lost all of their possessions except the clothes they were wearing, their automobile and a few items Mezas hurriedly rescued from a closet before the fire reached it. The cause of the tragedy was never determined and the Mezas' loss was heightened by the fact that although he had built the two-bedroom home himself and invested all of his savings in it he had never had it insured for fire.

Just when the world seemed blackest to the Mezas family, their friends, neighbors, Marine buddies and even total strangers came to their aid with clothing,

furniture, money gifts and assistance in many forms. The Navy Relief Society rushed a cash grant and a baby layette containing diapers, blankets, quilted pads and other infant necessities.

In addition, his friends immediately pitched in to help him clear the debris and build a new home—furnishing labor, materials and financial assistance. Mezas learned that the world is a pretty wonderful place after all and people everywhere are willing to lend a helping hand whenever it is needed. He is thankful too, that he and his family escaped injury.

Mezas is on his third tour of duty with the Marine Corps. He served with the Second Division during 1947-50. Later he joined the First Division in Korea and was awarded a Purple Heart, and a Silver Star Medal for gallantry in action. His citation tells how he administered first aid to 30 Marines over a period of nine hours during an intensive shelling and, although wounded himself, continued working on his patients until they were all evacuated.

Down-to-Earth Info for Navymen Requesting Shore Duty

Because the subject of shore duty is one of paramount interest to all Navymen, every effort is being made to bring you complete and up-to-date information on this subject. As the rules and procedures governing sea/shore rotation for enlisted personnel are necessarily complex, ALL HANDS receives many letters inquiring into various aspects of the program. On these pages is an informal compilation of some of the points on sea/shore rotation that personnel most often inquire about. This information was compiled from interviews with personnel of the Bureau's Enlisted Distribution Branch.

FIRST OF ALL, the answer to 95 percent of all questions you may have on Bureau Shore Duty can be found in BuPers Inst. 1306.20B. (See also ALL HANDS, May 1955, p. 30.) However, this instruction is a rather lengthy document and it's likely that you will not go to the trouble of undertaking a study of it to obtain the answer to your single inquiry.

In that event, the first step is always to check with your personnel office. It's the personnel man's job to know the answers, and in most cases he either knows or can quickly look up the information for you.

Here are some of the rules and procedures on Bureau Shore Duty that most often need clarifying:

• **Duty Choice**—When you submit a Shore Duty Request Card (NavPers 2416). Bureau rules allow you to indicate your duty preference by *naval district and city*. You are assured that you will be assigned to the naval district of your choice when your name reaches the top of the Shore Duty Eligibility List. However, no guarantee is made as to the exact location within the naval district the commandant will assign you.

In every case the city or cities that you have indicated you prefer are taken into consideration, and the commandant makes every effort to assign you to the city of your choice. But his first consideration is equitable manning of all activities under his administration, and he may find it necessary to assign you to a naval activity quite distant geographically from the locality you requested.



"Cranch really puts his heart into his work."

So, when you select a particular naval district as a duty choice, take a look at a map of the naval districts and make sure you are aware of all the geographical areas to which you may possibly be assigned.

• **Change in Duty Choice**—Changes in duty choices may be made whenever you desire, simply by sending in a new Shore Duty Request Card (NavPers 2416) marked "Corrected Card." Requests in letter form for changes in duty choice are not desired and action will be taken by the Bureau only on requests made on NavPers 2416. The "Corrected Card" must arrive and be processed prior to issuance of your orders to shore duty in order to be valid; those corrected cards which arrive after the orders are issued are not considered. The Bureau does not give favorable consideration to requests for cancellation of shore duty orders based on this reason.

• **Requests for Shore Duty**—Requests for assignment to a normal tour of shore duty (except for humanitarian reasons) should always be made by means of a Shore Duty Request Card (NavPers 2416). The card should be submitted even when you feel that a letter of explanation of the compelling reasons for you to get ashore quickly is necessary. In such cases, send both the card and the letter.

• **Removal from the SDEL**—You may ask for removal from the SDEL at any time you desire. However, your requests must arrive in the Bureau prior to issuance of any orders. Submit your request by a brief letter, via your commanding officer. It's not necessary to give any

reason why you wish removal. To be reinstated on the SDEL all that's necessary is submission of another Shore Duty Request Card (NavPers 2416). You may request removal and reinstatement on the SDEL as often as desired prior to issuance of shore duty orders. Requests for removal from the SDEL are not approved by the Bureau if your orders have already been issued.

Remember, if you are serving on what you consider a choice sea duty billet and do not desire shore duty at the present time, do not permit your Shore Duty Request Card to remain on the SDEL. If your name reaches the top of the SDEL and orders are issued, the Bureau will not cancel these orders because of your desire to continue serving at sea.

• **Non-Acceptance of Orders**—When orders are issued to a normal tour of shore duty that were based upon your Shore Duty Request Card you may not request cancellation of these orders (except for humanitarian reasons) and may not refuse to accept such orders. The only condition under which you may decline to carry out these orders is when you lack the required obligated service and will not agree to execute a formal agreement for an additional period of service in support of the informal agreement you signed when submitting your Shore Duty Request Card. This is considered a breach of good faith on your part and in such cases imposes a penalty which prevents you from being ordered to any shore duty for a period of two years.

• **Modification of Shore Duty Orders**—In general, a request for modification of your shore duty orders to permit you to be assigned to a different location is not approved. Having indicated on your request card that you desire duty in the area to which ordered, it is considered that it is too late to change your mind after the administrative machinery has been set in motion and your orders issued. The time to change your duty choice is before the orders are issued.

• **Termination of Shore Duty**—Requests from personnel to have their shore duty terminated and to be ordered to sea duty before completing their normal tour ashore are nor-

ally not approved. The reason is that it involves unnecessary costs in additional transfers and disrupts the permanency of personnel at the activity.

• **Extension of Shore Duty**—Only in exceptional circumstances will you be authorized to remain ashore after you have completed a normal tour of shore duty. Each such authorization keeps a shipmate waiting that much longer to be ordered ashore and has an undesirable effect on morale. In general, only when the presence of the individual is required to keep a vital project or program of the command in operation, is an extension (for a limited time) authorized.

• **Fleet Reserve**—The over-all Navy personnel situation does not permit the luxury of allowing personnel completing 20 years' service and headed for the Inactive List of the Fleet Reserve to be ordered to a naval activity in their home town for six months of shore duty prior to transfer to the Fleet Reserve. Approval of the hundreds of such requests received would result in heavy overmanning of certain shore activities and areas.

Rules Set on Three Types Of Hazardous Duty Pay

Here are the regulations governing payment of the three new categories of hazardous duty pay, as established by the Career Incentive Act of 1955.

Under the existing instructions, officers and enlisted men assigned to duty as an inside observer in a low pressure chamber, as a human acceleration or deceleration subject, or duty involving the use of helium-oxygen as a breathing mixture, will receive \$110 and \$55 respectively.

The Chief of Naval Personnel will authorize the number of officers and enlisted men at each activity to qualify for the pay. It will be up to the commanding officers to designate the enlisted men by issuance of individual orders. The CO will request the Chief of Naval Personnel, via the Chief of BuMed, to designate and issue orders on the officer personnel involved in both low pressure chamber duty and human acceleration or deceleration. However, for officers assigned duty involving

the use of helium-oxygen as a breathing mixture the request need only go to the Chief of Naval Personnel.

Pilot Program Readies Enlisted Waves for Career as Nurses

A pilot program designed to give enlisted women in the Navy a chance to attain officer status in the Navy Nurse Corps was inaugurated when 10 enlisted Waves were enrolled in basic nursing education pro-

grams at two civilian universities.

Under the Navy Nursing Education Program, the group will attend either the University of Colorado or Boston University for four years. Following their graduation they will be commissioned, if qualified, in the Navy Nurse Corps as Ensigns.

All applicants were required to have been in the upper half of their high school graduating classes, have completed one year as members of the Wave Hospital Corps.

WHAT'S IN A NAME

Cyclone

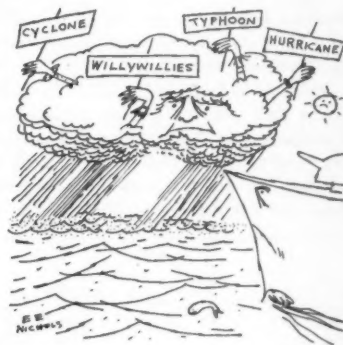
In the Caribbean and North Atlantic, hurricanes harass Navy vessels and other shipping from June to November. Typhoons sweep the North Pacific from May through January. North Indian cyclones give ships a bad time in May and again in October and November. Off northwest Australia, the willywills rough up the Indian Ocean from November to April.

Severe tropical storms are known by different names throughout the world, but they all belong to the cyclone family. A cyclone is a rotating storm wind enclosing an area of comparatively low pressure.

Fully developed cyclones are circular or elliptical in shape. Although they vary in size, they usually cover an area roughly 300 miles in diameter. At the center of the storm is a small area about 10 or 20 miles in diameter known as the "eye" of the storm. Here the pressure is extremely low, and there is little or no wind. The waves in the "eye" are confused and mountainous. The skies are sometimes clear or partially overcast. Surrounding the calm center are the strongest winds of the storm, at times reaching a velocity of 150 knots. Gusts may greatly exceed this velocity for brief intervals.

Each year the U.S. Weather Bureau gives feminine names in alphabetical order to the members of the cyclone family as they occur. In the Atlantic a new alphabet is begun with the first hurricane of the year. The first hurricane this year was the unseasonal "Alice" which came along on 1 January, after the close of the normal hurricane season. "Brenda" was the next one, followed by "Connie" and "Diane." Next comes "Edith," and on down to "Zelda." To date, there have never been more than 21 hurricanes in the Atlantic in a single year, so one alphabet is sufficient. Each year the hurricane names are changed, to avoid confusion.

Four separate alphabets are prepared to identify typhoons in the Pacific, which occur much more frequently than cyclones else-



where. The first typhoon in the Pacific during each season is assigned the name directly following the last name used during the previous season. When all 84 names have been used, the entire Pacific list is repeated again, starting with the first name in the first set.

For several hundred years, many hurricanes in the West Indies were named after the particular saint's day on which the storm occurred. There was hurricane "Santa Ana" which struck Puerto Rico with exceptional violence on 26 Jul 1825, and hurricanes "San Felipe" (the first) and "San Felipe" (the second) which hit Puerto Rico on 13 September in both 1876 and 1928.

During World War II, the practice of referring to cyclones with feminine nicknames became popular in map discussions among weather forecasters and with Navy and Army Air Corps meteorologists. It soon became evident that the use of girls' names, in written as well as in spoken communications, was shorter, quicker, and less confusing than the more cumbersome latitude-longitude identification system. Weathermen also found that using easily remembered names greatly reduced confusion when two or more tropical storms occurred simultaneously.

Check Your Status by Rate and ND Location

HOW DO YOU STAND on the Bureau Shore Duty Eligibility List?

On the chart below, check down the left side until you find your rate. Then, check across to the naval district you requested.

• Under each naval district you will note there are four columns. The first column shows the number of men of your rate waiting on the SDEL for that district.

• The second column shows the number of billets allowed for your rate within that district.

• The third column shows the number of months of continuous sea duty the first man on the list has to his credit.

• The fourth column shows the number of months of continuous sea duty the fourth man from the top of the list has to his credit.

That's it. You now have as accurate a picture of your relative position to the top of the SDEL as you could obtain by a visit, letter, or long distance call to the Bureau of Naval Personnel.

To show the use of this chart by example, let's say you are a YN1 with 32 months of continuous sea duty, and you desire duty in the Third Naval District. Moving across the chart to where the YN1 and 3ND headings meet, you can see, in the first column under the district heading, there are just four men of your rate on the list of 3ND.

In the next column you see the 3ND has an allowance of 31 YN1 billets. In the third column you note that the top YN1 has 39 months of continuous sea duty, and in the fourth column you see where the fourth man from the top of the list has 27 months' continuous sea duty.

With your 32 months' continuous sea duty, you are obviously number two or three man from the top.

Now comes the crystal gazing as to just when the Bureau will reach your name on the list and order you to shore duty. Frankly, with the facts on this chart available to you, your guess is apt to be as accurate as any the Bureau can make. Various factors influence the issuance of orders and therefore only a general prognostication can be made.

Let's estimate that roughly one third of the YN1 billets currently being filled in the 3ND will become vacant within 12 months due to personnel completing their tours of normal shore duty. As you are 2nd or 3rd on the SDEL you may logically conclude that you probably will be ordered ashore within the next 12 months... provided other YN1s with more continuous sea duty do not apply for 3ND between now and such time as your name would normally reach the top of the list.

Always remember when submitting your shore duty request that if you are primarily concerned with getting a billet ashore and have no compelling reasons for limiting your request for duty in a particular area, YOU WILL

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




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	RATE	CONTINUOUS SEA DUTY NEEDED TO SUPPLY SDEL	TOTAL NUMBER MEN ON SDEL	ANYWHERE U.S.				1ST ND				3RD ND				4TH ND				5TH ND				6TH ND								
				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY								
				NO. MEN ON LIST	1ST MAN	4TH MAN	NO. OF BILLETS	NO. MEN ON LIST	1ST MAN	4TH MAN	NO. OF BILLETS	NO. MEN ON LIST	1ST MAN	4TH MAN	NO. OF BILLETS	NO. MEN ON LIST	1ST MAN	4TH MAN	NO. OF BILLETS	NO. MEN ON LIST	1ST MAN	4TH MAN	NO. OF BILLETS	NO. MEN ON LIST	1ST MAN	4TH MAN	NO. OF BILLETS	NO. MEN ON LIST	1ST MAN	4TH MAN		
	BMC	36	160	46	214	70	10	55	70	45	15	26	86	65	7	19	175	58	9	65	105	55	24	60	83	67	13	11	75	8	—	—
	BM1	48	183	50	98	67	22	27	145	81	25	16	165	97	13	11	108	67	13	62	123	73	22	40	92	91	9	7	83	9	7	137
	BM2	48	546	307	88	79	44	33	90	81	45	17	90	89	43	17	120	89	32	53	80	73	89	51	88	71	56	4	75	—	—	
	BM3	48	324	176	130	72	29	27	130	79	37	9	140	84	20	7	87	77	19	24	87	60	40	81	78	65	22	1	73	—	—	
	BMSN	48	5	1	91	—	2	X	77	—	1	X	59	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	—	—
	QMC	48	17	0	—	—	1	20	62	—	2	7	71	—	1	9	80	—	1	25	51	—	0	14	—	—	0	8	—	—	—	—
	QM1	48	128	78	104	93	20	24	110	92	10	7	111	92	9	10	81	79	10	25	85	70	10	27	93	71	14	3	137	9	7	83
	QM2	36	82	43	87	67	9	22	83	61	7	10	87	61	8	13	91	60	4	70	84	53	8	31	58	47	9	7	83	—	—	
	QM3	36	76	45	88	60	6	10	88	48	11	1	82	66	10	1	68	46	1	12	55	—	13	8	86	56	6	0	87	—	—	
	QMSN	36	5	0	—	—	0	X	—	—	2	X	67	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	—	—
	RDC	18	29	11	92	57	3	1	88	—	6	1	114	45	3	1	48	—	0	1	—	—	0	2	—	—	2	2	7	—	—	—
	RD1	24	125	87	88	81	22	11	133	100	12	3	86	77	14	7	89	83	6	33	77	47	13	15	81	60	5	5	65	—	—	
	RD2	24	9	1	43	—	3	34	79	—	2	1	64	—	1	12	36	—	0	68	—	—	0	35	—	—	0	1	—	—	—	—
	RD3	24	6	1	39	—	1	18	31	—	1	1	33	—	3	3	70	—	0	18	—	—	0	13	—	—	0	1	—	—	—	—
	RDSN	24	1	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	—	—
	SOC	18	4	1	48	—	0	0	—	—	0	2	—	—	0	1	—	—	1	5	79	—	0	1	—	—	0	2	—	—	—	—
	SO1	24	62	37	82	60	9	5	79	60	2	2	62	—	5	5	62	42	3	8	59	—	6	5	72	44	0	2	—	—	—	—
	SO2	24	18	5	34	28	1	4	42	—	3	3	68	—	3	4	108	—	0	13	—	—	0	3	—	—	0	3	—	—	—	—
	SO3	24	5	2	128	—	0	4	—	—	0	0	—	—	1	2	128	—	1	10	38	—	1	2	35	—	0	0	—	—	—	—
	SOSN	24	0	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	—	—
	TMC	48	9	0	—	—	3	13	73	—	0	0	—	—	3	2	89	—	0	10	—	—	0	13	—	—	0	0	—	—	—	—
	TM1	48	22	0	—	—	2	16	149	—	6	1	135	73	2	4	60	—	0	11	—	—	3	14	158	—	2	2	13	—	—	—
	TM2	36	34	1	51	—	5	18	83	56	6	3	87	53	0	3	—	—	1	25	127	—	7	13	81	60	1	3	5	—	—	—
	TM3	36	6	0	—	—	0	20	—	—	0	0	—	—	0	0	112	—	0	8	—	—	1	12	107	—	0	0	—	—	—	—
	TMSN	36	1	0	—	—	0	X	—	—	0	X	—	—	1	X	42	—	0	X	—	—	0	X	—	—	0	X	—	—	—	—
	GMC	48	35	5	62	50	1	8	49	—	4	1	72	58	1	2	50	—	9	9	69	65	3	10	62	—	0	5	—	—	—	—
	GM1	48	172	55	150	100	20	12	144	109	15	6	155	109	13	3	161	126	25	10	168	108	11	21	84	70	11	7	10	—	—	—
	GM2	48	253	191	113	90	23	27	102	90	21	6	161	95	22	8	155	89	17	49	91	82	37	20	89	81	25	10	9	—	—	—
	GM3	36	148	85	88	85	9	6	92	79	12	3	91	82	13	0	85	79	9	74	57	28	3	88	83	17	4	0	—	—	—	—
	GMSN	36	6	1	99	—	2	X	77	—	1	X	44	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	—	—
	FTC/FCC	18	19	4	58	25	0	1	—	—	2	2	72	—	1	0	95	—	1	1	177	—	1	2	63	—	0	2	—	—	—	—
	FT1/FC1	18	53	21	102	89	10	1	153	89	6	0	2	88	74	3	1	110	—	2	2	112	—	3	1	69	—	5	1	8	—	—
	FT2/FC2	36	10	6	97	65	0	5	—	—	0	0	—	—	1	4	79	—	1	22	91	—	1	13	92	—	1	2	13	—	—	—
	FT3/FC3	36	7	3	89	—	1	1	39	—	1	1	45	—	0	0	—	—	0	0	—	—	1	2	28	—	1	1	6	—	—	—
	Striker	36	1	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	—	—

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BuPers Shore Duty Eligibility List (cont.)

		RATE	CONTINUOUS SEA DUTY TO SUPPLY SUEL	TOTAL NUMBER MEN ON SUEL	ANYWHERE U.S.		1ST ND		3RD ND		4TH ND		5TH ND		6TH ND		8TH ND				
	MOS. SEA DUTY				NO. MEN ON LIST	1ST MAN	4TH MAN	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	
	MNC	18	1	0	—	0	4	—	—	0	3	—	0	1	—	—	0	2	—		
	MN1	18	6	1	58	—	23	—	—	2	3	74	—	1	58	—	0	15	—		
	MN2	18	4	2	34	—	6	—	—	2	3	39	—	1	19	—	0	4	—		
	MN3	18	4	2	55	—	—	—	—	0	6	—	—	2	26	—	0	5	—		
	MNSN	18	0	0	X	—	X	—	—	0	X	—	—	0	X	—	0	X	—		
	ETC	18	11	3	61	—	0	9	—	1	2	40	—	1	4	65	—	0	11	—	
	ET1	18	31	3	88	—	13	86	—	2	3	85	—	4	9	88	54	0	22	—	
	ET2	24	3	0	—	—	18	—	—	1	5	45	—	4	12	—	—	0	27	—	
	ET3	24	7	1	26	—	0	22	—	4	4	34	29	0	11	—	—	0	32	X	
	ETSN	24	0	0	—	—	X	—	—	0	X	—	—	0	X	—	—	0	X	—	
	IMC	36	4	0	—	—	0	0	—	0	0	—	—	0	0	—	—	0	1	—	
	IM1	36	4	0	—	—	0	3	—	0	0	—	—	0	0	—	—	0	4	—	
	IM2	24	0	0	—	—	0	0	—	0	0	—	—	0	0	—	—	0	7	—	
	IM3	24	10	7	60	43	0	0	—	0	0	—	—	0	0	—	—	1	43	—	
	IMSN	24	0	0	—	—	X	—	—	0	X	—	—	0	X	—	—	0	X	—	
	OMC	36	0	0	—	—	0	2	—	0	0	—	—	0	1	—	—	0	0	—	
	OM1	36	1	0	—	—	0	0	—	1	1	47	—	0	0	—	—	0	0	—	
	OM2	24	2	0	—	—	0	0	—	2	1	80	—	0	1	—	—	0	2	—	
	OM3	24	1	1	27	—	0	0	—	1	0	27	—	0	0	—	—	0	0	—	
	OMSN	24	0	0	—	—	X	—	—	0	X	—	—	0	X	—	—	0	X	—	
	TEC	18	7	3	28	—	0	2	—	1	2	36	—	0	4	—	—	0	10	—	
	TE1	18	32	15	59	37	1	9	31	2	12	44	—	3	9	42	—	1	25	48	
	TE2	24	23	5	81	31	4	19	104	36	3	11	39	—	4	14	58	38	0	42	
	TE3	24	22	6	49	25	0	26	—	3	12	44	—	2	18	48	—	2	61	27	
	TESN	24	2	1	47	—	X	—	—	0	X	—	—	0	X	—	—	0	X	—	
	RMC	36	74	28	63	47	4	19	48	41	8	6	74	42	2	15	69	—	1	27	32
	RM1	36	169	80	70	61	19	29	70	58	15	4	120	86	11	16	98	72	6	42	72
	RM2	36	24	3	54	—	9	43	88	67	3	4	90	—	1	23	53	—	0	60	—
	RM3	24	28	2	31	—	1	42	25	—	3	9	39	—	7	19	41	38	1	55	27
	RMSN	24	5	1	25	—	0	X	—	—	1	X	35	—	1	X	27	—	1	X	28
	YNC	18	22	0	—	—	4	16	40	25	0	31	—	0	20	—	—	0	49	—	
	YN1	18	72	14	47	24	8	42	59	40	4	31	39	27	6	29	48	22	3	75	45
	YN2	18	54	5	117	22	3	60	47	—	7	43	117	36	6	36	84	44	0	98	—
	YN3	18	97	35	38	33	3	97	72	—	2	48	23	—	10	31	40	26	5	121	33
	YNSN	18	28	10	36	28	0	X	—	—	0	X	—	—	2	X	31	—	2	X	32
	PNC	18	3	0	—	—	1	11	22	—	0	10	—	0	4	—	—	0	28	—	
	PN1	18	15	0	—	—	3	15	42	—	0	11	—	1	15	98	—	0	42	—	
	PN2	18	6	0	—	—	0	25	—	—	0	16	—	0	9	—	—	2	89	41	
	PN3	18	52	10	34	28	12	38	86	34	4	20	27	21	3	15	25	—	0	131	—
	PNSN	24	3	1	46	—	0	X	—	—	1	X	30	—	0	X	—	—	0	X	—
	SKC	24	33	12	37	35	4	16	58	31	1	15	35	—	3	13	33	—	1	36	41
	SK1	18	98	44	51	46	10	34	44	41	7	23	51	34	7	21	48	40	5	73	46
	SK2	24	57	18	41	35	7	48	51	40	5	29	43	31	3	30	45	—	2	93	47
	SK3	18	154	91	46	36	7	55	55	33	13	38	42	39	14	36	40	34	2	116	24
	SKSN	18	43	26	37	35	5	X	41	29	3	X	33	—	4	X	34	29	0	X	—
	DKC	18	10	0	—	—	0	5	—	—	0	3	—	1	6	22	—	0	13	—	
	DK1	18	15	3	54	—	5	6	36	26	2	5	38	—	0	7	—	—	0	23	—
	DK2	18	21	6	58	37	2	7	40	—	4	11	48	37	2	8	39	—	1	26	23
	DK3	18	14	4	29	22	0	10	—	—	2	10	24	—	1	10	20	—	0	33	—
	DKSN	18	6	0	—	—	3	X	38	—	2	X	35	—	0	X	—	—	0	X	—
	CSC	36	98	26	70	43	2	19	44	—	6	4	76	44	7	11	60	42	5	46	37
	Cook CS1	24	162	50	38	37	19	4	59	49	5	4	48	31	9	4	43	39	14	38	30
	Cook CS2	24	116	42	62	54	14	155	85	51	8	30	90	51	8	35	64	39	8	372	88
	Cook CS3	24	44	21	44	39	7	4	52	30	5	4	53	33	5	4	34	34	6	34	—
	Cook CSSN	24	14	6	58	29	3	X	50	—	4	X	48	34	1	X	27	—	1	X	29
	Butcher CS1	24	5	1	30	—	1	4	33	—	2	4	34	—	0	4	—	—	0	X	—
	Butcher CS2	24	2	0	—	—	0	32	—	—	0	6	—	—	0	18	—	—	0	79	—
	Butcher CS3	24	1	1	42	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—
	Butcher CSSN	24	1	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—
	Baker CS1	24	59	27	47	35	3	4	75	—	4	4	71	30	4	4	47	33	6	83	26
Baker CS2	24	67	25	59	38	8	27	71	52	6	8	59	52	9	11	60	43	7	100	43	
	Store SH1	48	88	56	111	97	8	0	108	80	7	0	111	84	3	0	105	—	5	0	162
	Store SH2	48	10	5	88	59	1	2	60	—	1	6	90	—	0	3	—	—	0	15	—
	Store SH3	36	25	13	129	61	3	0	129	—	2	0	91	—	0	0	—	—	3	0	44
	Cobbler SH1	48	4	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—
	Cobbler SH2	48	2	0	—	—	0	2	—	—	0	1	—	—	0	0	—	—	0	2	—














NO. MEN ON LIST	8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				CNATRA				RATE
	MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				MOS. SEA DUTY				
	NO. OF BILLETS	1ST MAN	4TH MAN	NO. OF BILLETS	1ST MAN	4TH MAN	NO. OF BILLETS	1ST MAN	4TH MAN	NO. OF BILLETS	1ST MAN	4TH MAN	NO. OF BILLETS	1ST MAN	4TH MAN	NO. OF BILLETS	1ST MAN	4TH MAN	NO. OF BILLETS	1ST MAN	4TH MAN	NO. OF BILLETS	1ST MAN	4TH MAN	NO. OF BILLETS	1ST MAN	4TH MAN	NO. OF BILLETS	1ST MAN	4TH MAN			
0	0	—	—	0	1	—	—	0	1	—	—	0	1	—	—	0	4	—	—	0	2	—	—	0	0	—	0	0	—	—	MNC		
0	1	—	—	0	0	—	—	0	2	43	—	—	0	2	—	—	0	5	—	—	0	2	—	—	0	0	—	0	0	—	—	MN1	
0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	5	—	—	0	2	—	—	0	0	—	0	0	—	—	—	MN2	
1	0	55	—	0	0	—	—	1	0	—	—	0	0	—	—	0	18	—	—	0	2	—	—	0	0	—	0	0	—	—	—	MN3	
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	0	X	—	—	—	MNSN	
0	3	—	—	0	1	—	—	4	17	45	24	1	8	30	—	3	8	53	—	1	17	61	—	0	4	—	0	13	—	—	—	ETC	
4	10	90	63	5	13	68	27	4	27	72	35	3	28	60	—	2	17	88	—	1	34	65	—	0	3	—	0	29	—	—	—	ET1	
1	7	40	—	0	8	—	—	0	31	—	—	0	35	—	—	0	25	—	—	0	39	—	—	0	7	—	0	49	—	—	—	ET2	
0	6	—	—	0	0	—	—	2	47	60	—	0	40	—	—	0	24	—	—	0	36	—	—	0	6	—	0	61	—	—	—	ET3	
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	0	X	—	—	—	ETSN	
0	0	—	—	0	1	—	—	4	0	132	74	0	2	—	—	0	0	—	—	0	1	—	—	0	0	—	0	0	—	—	—	IMC	
0	0	—	—	0	0	—	—	0	3	—	—	0	0	—	—	0	0	—	—	0	1	—	—	0	0	—	0	0	—	—	—	IM1	
0	0	—	—	0	1	—	—	0	2	76	—	0	0	—	—	0	0	—	—	0	1	—	—	0	0	—	0	0	—	—	—	IM2	
1	0	52	—	0	0	—	—	1	0	52	—	2	0	44	—	0	0	—	—	0	2	—	—	0	X	—	0	0	—	—	—	IM3	
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	0	X	—	—	—	IMSN	
0	0	—	—	0	13	—	—	0	3	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	0	—	0	0	—	—	—	OMC	
0	0	—	—	0	12	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	1	—	—	0	0	—	0	0	—	—	—	OM1	
0	0	—	—	0	8	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	0	—	—	0	0	—	0	0	—	—	—	OM2	
0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	0	0	—	—	—	OM3	
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	0	X	—	—	—	OMSN	
0	2	—	—	0	3	—	—	1	10	38	—	0	14	—	—	1	4	63	—	1	17	24	—	0	1	—	1	12	45	—	—	TEC	
4	4	44	24	7	6	90	58	2	24	32	—	3	30	43	—	1	9	29	—	1	26	37	—	1	3	55	—	2	24	43	—	—	TE1
3	5	38	—	1	9	36	—	3	32	81	—	1	39	31	—	1	10	29	—	1	49	25	—	0	0	—	—	0	39	—	—	—	TE2
4	3	39	25	4	12	171	32	0	53	—	—	1	53	49	—	1	9	—	—	1	85	39	—	0	1	—	1	50	35	—	—	—	TE3
1	X	47	—	0	X	44	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	0	X	—	—	—	—	TESN
4	4	47	40	5	3	63	39	20	36	167	52	5	28	87	38	8	12	75	48	9	42	61	47	0	0	—	1	64	49	—	—	RMC	
15	8	67	59	11	5	82	53	23	52	61	60	12	46	61	60	12	28	63	59	13	60	61	56	1	1	46	11	67	63	53	—	—	RM1
2	13	39	—	2	8	40	—	0	71	—	—	2	79	54	—	0	32	—	—	2	90	52	—	0	2	—	1	88	37	—	—	—	RM2
4	7	39	24	3	3	31	—	5	65	58	25	1	62	30	—	0	33	—	—	1	88	53	—	0	0	—	1	65	28	—	—	—	RM3
0	X	—	—	0	X	—	—	0	X	—	—	1	X	25	—	0	X	—	—	0	X	—	—	1	X	53	0	X	—	—	—	—	RMSN
0	16	—	—	0	23	—	—	7	52	93	24	6	25	61	29	4	10	37	23	0	34	—	—	0	2	—	0	65	—	—	—	—	YNC
6	14	28	22	4	44	25	20	13	82	52	40	12	44	62	47	3	17	33	—	4	61	47	22	0	3	—	1	111	21	—	—	—	YN1
3	14	25	—	7	68	44	25	6	127	113	25	3	53	61	—	4	18	54	29	2	64	111	—	0	2	—	1	159	28	—	—	—	YN2
9	17	34	27	25	51	34	30	8	149	38	32	5	75	28	24	6	17	78	31	5	88	34	23	1	6	22	2	206	35	—	—	—	YN3
0	X	—	—	11	X	32	28	4	X	36	27	3	X	38	—	3	X	46	—	0	X	—	—	0	X	—	0	X	—	—	—	—	YNSN
0	1	—	—	0	18	—	—	0	27	—	—	0	16	—	—	0	8	—	—	1	10	18	—	0	1	—	0	28	—	—	—	—	PNC
1	6	34	—	0	38	—	—	2	65	25	—	1	25	19	—	0	11	—	—	2	22	59	—	0	3	—	0	66	—	—	—	—	PN1
1	3	41	—	0	53	—	—	0	93	—	—	0	33	—	—	2	9	40	—	1	31	23	—	0	4	—	0	91	—	—	—	—	PN2
4	3	89	21	16	70	40	34	1	157	27	—	6	41	56	32	0	13	—	—	2	33	19	—	0	7	—	0	119	—	—	—	—	PN3
1	X	46	—	0	X	—	—	0	X	—	—	0	X	—	—	1	X	31	—	0	X	—	—	0	X	—	0	X	—	—	—	—	PN5N
0	4	—	—	5	17	35	28	10	38	38	37	3	22	36	—	3	7	40	—	0	15	—	—	0	2	—	0	32	—	—	—	—	SKC
8	6	44	35	12	21	52	45	19	67	54	42	4	45	62	35	4	19	37	34	4	35	42	29	1	4	42	4	55	46	35	—	—	SK1
17	6	46	36	45	33	47	40	12	123	53	35	11	65	42	36	5	15	36	—	5	47	41	27	1	3	52	0	77	—	—	—	—	SK2
3	X	40	—	10	X	40	35	6	X	37	34	4	X	35	23	0	X	—	—	0	X	—	—	3	11	25	0	114	—	—	—	—	SK3
0	1	—	—	1	1	23	—	4	15	28	22	2	7	96	—	0	3	—	—	0	5	—	—	0	1	—	0	14	—	—	—	—	DKC
0	4	—	—	3	2	66	—	2	24	54	—	1	10	41	—	0	4	—	—	0	5	—	—	1	2	29	0	31	—	—	—	—	DK1
0	1	—	—	3	5	65	—	3	34	53	—	2	11	58	—	0	7	21	—	0	9	—	—	1	2	—	2	45	44	—	—	—	DK2
0	2	—	—	4	3	35	—	2	47	24	—	1	10	27	—	1	6	28	—	1	11	44	—	0	2	—	0	66	—	—	—	—	DK3
0	X	—	—	0	X	—	—	1	X	27	—	0	X	—	—	0	X	—	—	0	X	—	—	0									

BuPers Shore Duty Eligibility List (cont.)







	RATE	CONTINUOUS SEA TO SUPPLY SUEL	TOTAL NUMBER MEN ON SUEL	ANYWHERE U.S.				1ST ND				3RD ND				4TH ND				5TH ND				6TH ND				8TH ND			
				NO. MEN ON LIST	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	NO. MEN ON LIST	NO. OF BILLETS	NO. MEN ON LIST	NO. OF BILLETS	NO. MEN ON LIST	NO. OF BILLETS	NO. MEN ON LIST	NO. OF BILLETS	NO. MEN ON LIST	NO. OF BILLETS	NO. MEN ON LIST	NO. OF BILLETS	NO. MEN ON LIST	NO. OF BILLETS	NO. MEN ON LIST	NO. OF BILLETS	NO. MEN ON LIST	NO. OF BILLETS	NO. MEN ON LIST	NO. OF BILLETS	NO. MEN ON LIST	NO. OF BILLETS	
					1ST MAN	4TH MAN																									1ST MAN
Ship's Serviceman Conf.	Tailor	SH1 SH2 SH3	48 48 36	6 8 4	4 5 2	117 101 57	52 60 —	2 1 0	0 4 0	163 100 —	— — —	0 0 2	0 2 47	— — —	0 1 0	0 0 0	101 — —	— — —	0 0 0	0 6 0	— — —	0 0 0	1 4 0	0 49 —	— — —	0 0 0	0 0 0	— — —	0 0 0	— — —	
Laundry	SH1 SH2 SH3	48 48 36	87 150 142	48 103 88	108 98 85	103 95 84	11 19 12	▲ 3 ▼	120 104 84	100 94 61	— — —	9 9 11	▲ 1 ▼	109 104 85	93 78 80	5 11 13	▲ 6 ▼	89 90 83	79 79 58	10 15 9	▲ 26 ▼	103 95 84	90 89 65	10 17 31	▲ 9 ▼	107 97 99	92 88 78	— — —	— — —		
Journalist	JOC JO1 JO2 JO3 JOSN	18 18 18 18 18	0 0 1 0 0	0 0 0 0 0	— — — — —	— — — — —	0 0 0 0 0	2 1 3 X —	— — — — —	— — — — —	— — — — —	0 0 0 0 0	0 1 1 X —	— — — — —	0 0 0 0 0	2 1 1 X —	— — — — —	0 0 0 0 0	4 2 2 7 X	— — — — —	0 1 1 0 X	4 2 2 7 X	38 — — — —	— — — — —	0 0 0 0 0	0 3 3 X —	— — — — —	— — — — —	— — — — —		
Lithographer & Printer	LIC/PIC LI1/PI1 LI2/PI2 LI3/PI3 striker	24 24 24 24 24	0 0 0 1 3	0 0 0 1 —	— — — 86 —	— — — — —	0 0 0 0 1	0 5 — X 36	— — — — —	— — — — —	— — — — —	0 0 0 0 0	0 1 87 — X	— — — — —	0 0 0 0 0	2 2 46 — —	— — — — —	0 0 0 0 X	— — — — —	0 0 0 0 X	5 3 7 6 X	— — — — —	— — — — —	0 0 0 0 X	0 0 0 0 X	— — — — —	— — — — —	— — — — —	— — — — —		
Draftsman	DMC DM1 DM2 DM3 DMSN	18 18 18 18 18	0 0 0 1 0	0 0 0 0 0	— — — — —	— — — — —	0 0 0 0 0	0 2 1 X —	— — — — —	— — — — —	— — — — —	0 0 0 0 0	1 3 — 1 —	— — — — —	0 0 0 0 0	0 1 — — X	— — — — —	0 0 0 0 X	2 9 13 7 X	— — — — —	0 0 0 0 X	2 9 13 7 X	— — — — —	— — — — —	0 0 0 0 X	0 0 2 1 X	— — — — —	— — — — —	— — — — —		
Machinist's Mate	MMC MM1 MM2 MM3 MMFN	48 48 48 36 36	32 317 12 6 0	4 194 12 0 0	115 126 81 — —	51 101 — — —	6 39 3 0 0	36 139 29 7 —	92 106 84 — —	67 — — — —	— — — — —	7 28 4 2 0	6 119 4 78 X	177 103 57 — —	111 25 17 3 0	8 114 5 89 X	176 105 75 — —	— 105 — — —	2 20 101 0 0	69 46 126 0 —	51 — 94 — —	— 32 — — —	0 25 35 5 —	25 96 — — —	— 91 — — —	— — — — —	— — — — —	— — — — —			
Engineman	ENC EN1 EN2 EN3 ENFN	48 48 36 36 36	6 93 63 35 1	0 36 18 4 0	— 78 86 44 —	— 61 46 37 —	0 15 7 5 0	12 39 49 25 X	— 85 60 98 —	— 80 46 44 —	— — — — —	3 12 27 4 7	8 188 94 62 —	— — 88 57 —	1 25 13 20 1	9 114 16 3 X	45 76 152 51 78	— — — — —	0 5 3 1 0	29 75 72 86 31	— — 59 44 37	— — — — —	0 18 63 19 2	18 178 109 38 82	— — — — —	— — — — —	— — — — —	— — — — —			
Machinery Repairman	MRC MR1 MR2 MR3 MRFN	48 48 36 36 36	3 6 0 3 0	0 1 0 1 —	— 86 — 55 —	— — — — —	0 0 0 0 0	— 5 7 3 —	— — — — —	— — — — —	— — — — —	0 0 0 0 X	0 2 3 — —	— — — — —	0 0 0 0 X	2 2 4 — —	— — — — —	— — — — —	1 0 0 0 0	1 13 17 1 —	90 — — — —	— — — — —	1 1 4 8 0	2 60 — 2 —	111 — — — —	— — — — —	— — — — —	— — — — —			
Boilerman	BTC BT1 BT2 BT3 BTFN	48 48 48 48 48	40 229 91 77 2	11 176 63 38 0	176 112 155 88 —	62 106 88 87 —	2 23 22 8 0	8 126 55 16 X	170 113 110 93 79	— — 102 — —	— — — — —	7 25 7 7 0	6 3 5 10 X	176 172 177 94 —	85 136 82 12 0	1 25 15 0 X	3 158 87 91 —	— 136 87 87 —	5 20 6 7 2	18 20 93 8 X	155 105 86 91 185	58 99 78 15 X	9 21 13 2 —	10 17 21 15 X	88 186 86 89 —	75 100 85 85 —	— — — — —	— — — — —	— — — — —		
Electrician's Mate	EMC EM1 EM2 EM3 EMFN	48 48 36 36 36	5 118 6 6 0	1 32 1 4 0	49 84 36 54 —	— 78 — 50 —	0 13 3 1 0	18 15 36 6 X	— 106 67 40 —	— 81 — — —	— — — — —	2 17 1 2 0	7 58 28 42 62	— 86 — — —	0 15 1 0 X	12 9 11 60 —	— 97 90 — —	— 90 — — —	0 4 0 0 X	37 43 67 26 X	— 86 59 — —	— 12 — — —	1 52 0 13 X	20 34 52 89 —	85 81 78 89 —	— 78 — — —	— — — — —	— — — — —			
I. C. Electrician	ICC IC1 IC2 IC3 ICFN	48 48 36 36 36	2 7 1 2 0	0 5 1 0 —	— 112 57 — —	— 81 — — —	0 3 1 0 0	— 9 3 3 X	— 88 77 — —	— — — — —	— — — — —	0 0 1 2 0	— 1 59 53 —	— — — — —	0 0 0 0 X	1 4 3 1 X	— — — — —	— — — — —	0 0 10 0 X	— 26 — 1 —	— — — — —	— — — — —	1 0 1 0 X	6 3 57 — —	59 — — — —	— — — — —	— — — — —	— — — — —			
Metalsmith	MEC ME1 ME2 ME3 MEFN	48 48 36 36 36	10 71 55 14 0	6 23 26 8 0	58 88 77 58 —	58 85 45 — —	2 1 5 2 0	0 27 5 4 X	91 63 74 58 —	— — 60 — —	— — — — —	0 6 0 1 0	2 3 0 49 —	— 129 — — —	— 55 — — —	1 7 2 0 0	180 94 60 54 —	— 84 — — —	0 31 8 4 X	5 — — 45 —	— — — — —	— — — — —	1 11 9 4 0	6 12 9 67 45	46 92 35 39 —	— 86 — — —	— — — — —	— — — — —			
Pipe Fitter	FPC FP1 FP2 FP3 FPFN	48 48 36 24 24	10 63 9 40 0	1 19 1 23 0	72 94 57 70 —	— 89 — 42 —	— 8 1 7 0	— 5 3 47 X	— 114 37 29 —	— 73 — — —	— — — — —	1 2 1 2 0	91 99 58 36 —	— — — — —	— — 3 2 0	0 3 128 35 —	— 61 — — —	— — — — —	1 2 0 2 0	53 90 76 36 —	— — — — —	— — — — —	2 2 6 9 0	68 122 61 70 —	— 73 — 44 —	— — — — —	— — — — —	— — — — —			
Damage Controlman	DCC DC1 DC2 DC3 DCFN	36 36 36 24 24	12 68 37 22 4	4 17 13 10 1	67 71 77 75 35	37 53 50 39 —	0 10 8 1 0	0 2 8 7 X	— 59 53 33 —	— — — — —	— — — — —	1 5 4 1 0	2 3 64 31 —	— 46 38 — —	0 1 2 1 0	— 2 2 45 —	— 78 — — —	— — — — —	0 2 2 1 0	6 6 9 35 —	— 41 73 — —	— — — — —	3 8 2 18 0	163 60 50 53 —	— 54 — 31 —	— — — — —	— — — — —	— — — — —			
Patternmaker	PMC PM1 PM2 PM3 PMFN	48 48 36 36 36	0 1 0 0 0	0 0 0 0 0	— — — — —	— — — — —	0 0 0 0 0	0 0 0 0 X	— — — — —	— — — — —	— — — — —	0 0 0 0 X	0 0 0 0 —	— — — — —	0 0 0 0 X	0 0 0 0 —	— — — — —	— — — — —	0 0 0 0 X	1 — 1 0 —	— — — — —	— — — — —	0 0 0 0 X	0 0 0 0 —	— — — — —	— — — — —	— — — — —	— — — — —			

ANDS

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY REQUIRED TO SUPPLY SOEL	TOTAL NUMBER MEN ON SOEL	ANYWHERE U.S.				1ST ND				3RD ND				4TH ND				5TH ND				6TH ND			
				NO. MEN ON LIST	NOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	NOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	NOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	NOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	NOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS			
					1ST MAN	4TH MAN			1ST MAN	4TH MAN			1ST MAN	4TH MAN			1ST MAN	4TH MAN			1ST MAN	4TH MAN					
	MLC	48	2	1	71	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—				
	ML1	48	0	0	—	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—				
	ML2	36	0	0	—	—	—	0	1	—	—	0	0	—	—	0	0	—	—	0	0	—	—				
	ML3	36	1	0	—	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—				
	MLFN	36	0	0	—	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—				
	SVC	18	1	0	—	—	—	0	3	—	—	0	0	—	—	0	0	—	—	0	2	—	—				
	SV1	18	0	0	—	—	—	2	—	—	—	0	0	—	—	0	0	—	—	0	3	—	—				
	SV2	18	0	0	—	—	—	2	—	—	—	0	0	—	—	0	0	—	—	0	3	—	—				
	SV3	18	3	3	21	—	—	1	—	—	—	0	0	—	—	1	0	—	—	0	0	—	—				
	SVCN	18	1	0	—	—	—	X	—	—	—	0	X	—	—	1	X	26	—	0	X	—	—				
	CEC	18	0	0	—	—	—	2	—	—	—	0	0	—	—	0	0	—	—	0	7	—	—				
	CE1	18	1	1	20	—	—	1	1	20	—	0	0	—	—	0	0	—	—	0	10	—	—				
	CE2	18	2	2	35	—	—	2	—	—	—	0	1	—	—	0	0	—	—	0	11	—	—				
	CE3	18	16	13	50	29	—	5	2	31	28	0	0	—	—	0	0	—	—	1	1	50	—				
	CECN	18	1	1	39	—	—	1	X	39	—	0	X	—	—	0	0	—	—	0	X	—	—				
	CDC	24	14	8	44	43	2	4	40	—	0	1	—	—	1	3	79	—	1	15	29	—					
	CD1	24	28	19	44	43	3	3	41	—	1	0	—	—	0	1	—	—	2	11	38	—					
	CD2	24	22	11	45	34	3	5	40	—	1	2	39	—	0	1	—	—	1	7	78	—					
	CD3	24	34	17	32	30	3	7	32	—	1	0	30	—	3	2	40	—	2	6	36	—					
	CDCN	24	25	20	40	35	4	X	34	29	0	X	—	—	1	X	82	—	0	X	—	—					
	CMC	24	4	0	—	—	—	2	—	—	0	0	—	—	0	0	—	—	1	9	63	—					
	CM1	24	7	2	37	—	—	3	2	37	—	0	0	—	—	0	0	—	—	1	13	39	—				
	CM2	24	2	0	—	—	—	3	—	—	0	0	—	—	0	0	—	—	0	9	—	—					
	CM3	24	22	14	35	29	4	4	29	26	0	0	—	—	3	0	39	—	1	12	26	—					
	CMCN	24	3	2	29	—	—	1	X	31	—	0	X	—	—	0	X	—	—	0	X	—	—				
	BUC	24	10	8	53	31	2	3	52	—	0	0	—	—	0	0	—	—	1	11	109	—					
	BU1	24	18	12	46	36	4	7	59	23	0	0	—	—	0	3	—	—	4	22	50	34					
	BU2	24	7	2	34	—	—	1	3	43	—	1	0	54	—	0	0	—	—	2	33	34	—				
	BU3	24	20	19	36	29	2	4	26	—	1	0	29	—	0	0	—	—	1	10	26	—					
	BUCN	24	2	1	26	—	—	1	X	29	—	0	X	—	—	0	X	—	—	0	X	—	—				
	SWC	24	13	7	174	36	1	2	29	—	0	0	—	—	0	0	—	—	2	0	53	—					
	SW1	24	6	2	67	—	—	1	—	—	0	0	—	—	0	0	—	—	1	1	71	—					
	SW2	24	3	3	38	—	—	2	—	—	0	0	—	—	0	0	—	—	0	3	—	—					
	SW3	24	22	16	45	32	5	1	33	27	0	0	—	—	0	0	—	—	0	4	—	—					
	SWCN	24	1	0	—	—	—	X	—	—	—	0	X	—	—	0	X	—	—	1	X	27	—				
	UTC	18	4	3	53	—	—	2	—	—	0	0	—	—	0	1	—	—	0	6	—	—					
	UT1	18	4	3	35	—	—	2	—	—	0	0	—	—	0	0	—	—	0	3	—	—					
	UT2	18	5	4	36	22	1	3	30	—	0	0	—	—	0	0	—	—	0	3	—	—					
	UT3	18	10	7	27	25	2	2	37	—	0	0	—	—	0	0	—	—	1	3	25	—					
	UTCN	18	0	0	—	—	—	X	—	—	—	0	X	—	—	0	X	—	—	0	X	—	—				
	SDC	36	43	0	—	—	—	14	—	—	3	9	59	—	0	9	—	—	1	21	45	—					
	SD1	36	173	24	215	96	14	18	201	62	22	7	215	91	18	14	106	—	25	18	240	164					
	SD2	36	119	20	72	55	6	12	155	86	25	3	150	111	12	12	113	—	7	22	115	57					
	SD3	36	148	25	159	96	16	19	85	61	26	4	114	105	28	15	107	—	13	29	79	64					
	TN	24	50	12	81	40	1	99	35	—	7	27	53	39	3	49	33	—	5	91	48	29					
	ADC	24	113	0	—	—	—	14	18	67	49	4	2	55	40	12	23	53	—	0	29	—	—				
	AD1	24	85	1	25	—	—	17	41	46	42	6	3	61	39	22	46	69	—	1	45	30	—				
	AD2	24	42	3	45	—	—	4	58	39	35	1	4	53	—	5	67	74	—	3	58	45	—				
	AD3	18	5	1	21	—	—	1	69	22	—	0	3	—	—	0	87	—	0	69	—	—					
	ADAN	18	5	1	29	—	—	0	X	—	—	0	X	—	—	2	X	29	—	0	X	—	—				
	ALC	24	38	1	53	—	—	2	10	53	—	0	4	—	—	10	8	114	—	4	5	180	37				
	ATC	24	62	2	84	—	—	12	17	126	72	4	2	65	37	7	20	61	—	0	18	—	—				
	AT1	18	16	2	85	—	—	0	25	—	—	3	1	112	—	3	24	61	—	0	24	—	—				
	AT2	18	21	1	22	—	—	1	34	26	—	4	2	32	23	5	29	44	—	0	33	—	—				
	AT3	18	4	1	45	—	—	0	X	—	—	1	X	23	—	0	X	—	—	0	X	—	—				
	ALAN	18	4	1	45	—	—	0	X	—	—	1	X	23	—	0	X	—	—	0	X	—	—				
	ATAN	18	4	1	45	—	—	0	X	—	—	1	X	23	—	0	X	—	—	0	X	—	—				
	AOC	24	42	2	46	—	—	4	4	63	44	0	0	—	—	5	6	93	—	0	9	—	—				
	AO1	24	88	12	71	39	10	7	74	53	1	0	101	—	12	5	102	—	4	13	71	34					
	AO2	24	56	18	96	36	11	13	126	80	1	0	39	—	6	7	104	—	3	19	59	—					
	AO3	18	48	12	29	28	3	17	46	—	4	0	28	—	6	9	88	—	5	24	27	21					
	AOAN	18	6	0	—	—	—	0	X	—	—	0	X	—	—	1	X	27	—	1	X	34	—				
	ACC	18	1	0	—	—	—	0	12	—	—	0	1	—	—	0	8	—	—	0	22	—	—				
	AC1	18	0	0	—	—	—	0	21	—	—	0	0	—	—	0	17	—	—	0	40	—	—				
	AC2	18	0	0	—	—	—	0	21	—	—	0	0	—	—	0	26	—	—	0	47	—	—				
	AC3	18	1	0	—	—	—	0	27	—	—	1	0	—	—	0	35	—	—	0	51	—	—				
	ACAN	18	1	1	20	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—				

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY NEEDED TO SUPPLY SOEL	TOTAL NUMBER MEN ON SOEL	ANYWHERE U.S.				1ST ND				3RD ND				4TH ND				5TH ND				6TH ND			
				NOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	NOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	NOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	NOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	NOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS				
				1ST MAN	4TH MAN			1ST MAN	4TH MAN			1ST MAN	4TH MAN			1ST MAN	4TH MAN			1ST MAN	4TH MAN						
 Aviation Boatswain's Mate	ABC	24	14	2	32	—	—	2	3	48	—	0	0	—	—	2	13	47	—	1	7	36	—	4	7	38	28
	AB1	24	80	29	69	47	2	2	48	—	4	0	73	39	11	23	53	46	3	12	36	—	9	11	88	44	
	AB2	24	40	14	93	56	4	3	83	45	2	1	93	—	10	36	83	50	1	14	59	—	4	14	54	36	
	AB3	18	22	6	86	20	5	4	25	20	1	0	19	—	4	55	27	20	0	21	—	—	4	19	49	20	
	ABAN	18	5	0	—	—	1	X	25	—	1	X	22	—	1	X	24	—	0	X	—	—	0	X	—	—	
 Aviation Electrician's Mate	AEC	24	20	0	—	—	—	1	3	46	—	2	0	109	—	4	4	76	38	0	6	—	—	1	3	26	—
	AE1	24	28	3	44	—	—	2	8	29	—	0	0	—	—	5	7	46	35	0	6	—	—	12	8	53	43
	AE2	18	12	0	—	—	—	0	10	—	—	0	1	—	—	0	10	—	—	0	10	—	—	5	9	83	38
	AE3	18	24	2	23	—	—	4	14	93	22	2	0	27	—	10	12	88	25	1	14	22	—	2	12	23	—
	AEAN	18	5	1	22	—	—	2	X	58	—	0	X	—	—	0	X	—	—	1	X	22	—	1	X	22	—
 Aviation Structural Mechanic	AMC	24	30	0	—	—	—	3	4	41	—	0	1	—	—	0	9	—	—	0	6	—	—	1	10	76	—
	AM1	24	43	1	40	—	—	9	11	83	47	1	1	61	—	11	15	67	49	0	15	—	—	3	16	43	—
	AM2	18	15	0	—	—	—	5	17	75	40	0	1	—	—	3	21	58	—	0	19	—	—	0	27	—	—
	AM3	18	18	1	20	—	—	6	24	45	20	0	—	—	—	3	31	29	—	0	24	—	—	1	32	21	—
	AMAN	18	1	0	—	—	—	1	X	28	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—
 Parachute Rigger	PRC	24	1	0	—	—	—	0	3	—	—	0	0	—	—	0	4	—	—	0	2	—	—	0	5	—	—
	PR1	24	11	1	25	—	—	2	2	88	—	1	0	62	—	2	2	82	—	2	3	34	—	0	0	—	—
	PR2	18	8	0	—	—	—	0	2	—	—	0	0	—	—	3	0	43	—	1	2	24	—	0	2	—	—
	PR3	18	3	0	—	—	—	1	5	81	—	0	0	—	—	0	8	—	—	0	4	—	—	0	10	—	—
	PRAN	18	6	1	19	—	—	1	X	26	—	0	X	—	—	0	X	—	—	0	X	—	—	2	X	53	—
 Aviation Storekeeper	AKC	24	1	0	—	—	—	0	5	—	—	0	1	—	—	0	8	—	—	0	9	—	—	0	7	—	—
	AK1	24	9	0	—	—	—	0	10	—	—	0	1	—	—	2	16	37	—	0	15	—	—	3	15	36	—
	AK2	18	5	0	—	—	—	0	15	—	—	0	1	—	—	0	22	—	—	0	24	—	—	0	21	—	—
	AK3	18	2	0	—	—	—	1	16	30	—	0	2	—	—	0	32	—	—	0	30	—	—	0	29	—	—
	AKAN	18	1	0	—	—	—	X	—	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—
 Photographer's Mate	PHC	24	8	0	—	—	—	1	3	35	—	0	2	—	—	0	7	—	—	0	7	—	—	2	1	42	—
	PH1	24	9	0	—	—	—	1	4	47	—	0	3	—	—	0	14	—	—	0	16	—	—	2	7	30	—
	PH2	18	1	0	—	—	—	4	—	—	—	0	4	—	—	0	14	—	—	0	17	—	—	0	9	—	—
	PH3	18	5	2	22	—	—	2	4	54	—	1	4	22	—	0	18	—	—	0	22	—	—	0	14	—	—
	PHAN	18	4	0	—	—	—	2	X	36	—	0	X	—	—	1	X	40	—	0	X	—	—	0	X	—	—
Airman	AN	24	19	6	44	28	2	432	26	—	1	17	29	—	4	357	64	27	0	567	—	—	3	582	47	—	

Applications for Transfer From Line to Supply Corps Are Open to Certain USN Officers

Certain Regular Navy line officers are eligible to make application for transfer to the Supply Corps.

Applications are invited from permanently commissioned line officers of the Regular Navy, not above the grade of lieutenant, who have completed a minimum of one year of sea duty, and permanently commissioned line officers in the grade of lieutenant commander who are not physically qualified for duty in the line and whose degree of physical impairment is such that waivers for continuance in line duties cannot be granted.

Applications should be forwarded to the Chief of Naval Personnel (Attn: Pers B113h) via commanding officers in time to reach this Bureau by 7 Feb 1956.

Applications for transfer to the Supply Corps are particularly desired from officers who do not meet the physical requirements for permanent unrestricted line commission in order that they may have an opportunity to continue a career

in the Regular Navy. The physical requirements for the Supply Corps, particularly in regard to vision, are not so exacting as those for the line. Officers in this category who apply for transfer to the Supply Corps must submit a "Report of Medical Examination" (Standard Form 88), in duplicate, and "Report of Medical History" (Standard Form 89), with their applications.

Applications will be acknowledged and retained on file for consideration by a selection board which will convene on or about 21 Feb 1956. Applicants will be informed of their selection or nonselection as soon as practicable.

Officers selected for transfer to the Supply Corps will be ordered to the Supply Corps School, Athens, Georgia, for duty under instruction. Each applicant must include in his application a statement to the effect that if selected for transfer to the Supply Corps and assigned to the Supply Corps School, he will not resign or request release from active duty during the curriculum and that he agrees to serve on active duty for at least one year after completing the course. This obligated service is

in addition to that incurred upon commissioning in the Regular Navy.

Authorization may be found in BuPers Notice 1210, 6 Sep 1955.

GCA Unit at Pt. Mugu Hits the 2000 Mark

Two thousand instrument approaches have been completed within 20 months by Ground Control Approach Unit Number 47 stationed at Point Mugu, Calif.

The unit was established at Point Mugu in January 1954 and claims an average of approximately twice as many instrument approaches and landings since its inception as any other GCA unit throughout the Navy.

In May 1954 the unit recorded 342 instrument approaches in one month and by August of 1954 had made 1000 instrument approaches inside of eight months.

The 2000th approach was made with a pilotless or "drone" aircraft. In such an operation the radio instructions are relayed by the ground control approach unit to the aircraft controller. After the aircraft is sighted, the landing is made visually by the aircraft controller.

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NOS. SEA DUTY				NOS. SEA DUTY				NOS. SEA DUTY				NOS. SEA DUTY				NOS. SEA DUTY				NOS. SEA DUTY				NOS. SEA DUTY				NOS. SEA DUTY				
NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	
0	0	—	—	0	0	—	—	5	10	40	35	0	6	—	—	0	0	—	—	0	11	—	—	0	1	—	—	0	22	—	—	ABC
0	0	—	—	2	0	57	—	13	16	50	47	5	11	74	35	5	1	62	42	0	27	—	—	2	0	63	—	1	46	47	—	AB1
2	0	58	—	3	0	87	—	3	16	54	—	6	19	96	36	2	0	59	—	1	26	88	—	1	1	65	—	1	71	46	—	AB2
1	0	41	—	1	0	39	—	2	28	78	—	0	22	—	—	1	0	27	—	2	31	86	—	1	1	57	—	0	94	—	—	AB3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	1	X	27	—	0	X	—	—	1	X	24	—	0	X	—	—	ABAN
0	0	—	—	0	0	—	—	1	12	40	—	6	6	68	49	3	0	74	—	0	14	—	—	0	1	—	—	1	63	67	—	AEC
0	0	—	—	0	0	—	—	2	24	44	—	3	8	56	—	1	1	39	—	1	23	36	—	1	1	43	—	1	134	42	—	AE1
0	0	—	—	2	0	60	—	0	36	—	—	1	12	54	—	0	0	—	—	2	35	51	—	0	1	—	—	1	200	39	—	AE2
0	0	—	—	3	0	34	—	1	36	23	—	0	17	—	—	1	1	55	—	0	37	—	—	0	1	—	—	0	255	—	—	AE3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	1	X	23	—	0	X	—	—	0	X	—	—	0	X	—	—	AEAN
0	1	—	—	0	0	—	—	8	25	43	39	15	14	175	68	7	1	165	—	2	19	158	—	0	2	—	—	0	156	—	—	AMC
0	2	—	—	0	0	—	—	1	62	43	—	10	24	76	37	7	1	75	61	0	38	—	—	0	4	—	—	1	334	38	—	AM1
0	1	—	—	0	0	—	—	0	78	—	—	2	43	36	—	4	1	73	37	1	51	84	—	0	5	—	—	0	500	—	—	AM2
1	0	19	—	4	0	41	20	0	110	—	—	1	50	22	—	1	1	80	—	0	68	—	—	0	7	—	—	0	672	—	—	AM3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	AMAN
0	0	—	—	0	0	—	—	0	8	—	—	0	4	—	—	1	1	64	—	0	4	—	—	0	1	—	—	0	25	—	—	PRC
0	0	—	—	0	0	—	—	0	10	—	—	3	1	42	—	0	0	—	—	0	9	—	—	1	0	53	—	0	41	—	—	PR1
1	0	73	—	0	0	—	—	1	14	29	—	0	2	59	—	0	0	—	—	0	10	—	—	1	1	76	—	0	56	—	—	PR2
0	0	—	—	0	0	—	—	0	20	—	—	0	7	—	—	2	1	43	—	0	15	—	—	0	2	—	—	0	80	—	—	PR3
0	0	—	—	0	X	—	—	0	X	—	—	2	X	41	—	1	X	53	—	0	X	—	—	0	X	—	—	0	X	—	—	PRAN
0	0	—	—	0	0	—	—	0	14	—	—	0	7	—	—	1	1	40	—	0	14	—	—	0	1	—	—	0	41	—	—	AKC
0	1	—	—	1	0	36	—	1	23	40	—	1	16	59	—	0	1	—	—	0	17	—	—	0	1	—	—	1	70	42	—	AK1
0	0	—	—	1	0	55	—	2	37	67	—	2	23	106	—	0	2	—	—	0	21	—	—	0	2	—	—	0	99	—	—	AK2
0	0	—	—	0	0	—	—	1	46	28	—	0	31	—	—	0	3	—	—	0	25	—	—	0	2	—	—	0	134	—	—	AK3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	1	X	46	—	0	X	—	—	0	X	—	—	0	X	—	—	AKAN
0	1	—	—	0	1	—	—	3	8	57	—	1	4	45	—	1	1	48	—	0	47	—	—	0	2	—	—	0	12	—	—	PHC
0	3	—	—	0	3	—	—	1	20	25	—	1	7	35	—	3	4	43	—	1	82	47	—	0	1	—	—	0	26	—	—	PH1
1	3	39	—	0	2	—	—	0	28	—	—	0	6	—	—	0	2	—	—	0	115	—	—	0	1	—	—	0	36	—	—	PH2
0	0	—	—	0	5	—	—	1	41	20	—	0	10	—	—	1	0	18	—	0	165	—	—	0	2	—	—	0	50	—	—	PH3
0	X	—	—	0	X	—	—	1	X	19	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	PHAN
3	2	39	—	1	—	29	—	0	1241	—	—	2	721	44	—	1	51	67	—	1	1065	25	—	1	75	53	—	0	7077	—	—	AN

Fleet Candidate Sets OCS Record

A former enlisted man, Ensign Robert M. Woolnough, of Pasadena, Calif., has set an all-time high scolasitic record at the Naval Officer Candidate School, at Newport, R. I.

Woolnough compiled a record of 3.851 during the 16-week course. This meant that he correctly answered better than 96 per cent of the questions asked. Normally, the average is about 78 per cent for all officer candidates.

Woolnough's average was the highest ever recorded during this school's five-year history. The previous record was held by Ensign Robert V. Whitman who compiled a record of 3.799 in December 1954 and who holds a degree of doctor of science from MIT and was a professor and research engineer there before entering the Navy.

A Navy veteran of 12 years' active duty as an enlisted man and warrant officer, Woolnough was selected to attend the Officer Candidate School along with 225 other men from the Fleet. The selections were based on all-Navy competitive examinations, interviews, and recom-

mendations. It was the third such class of regular Navy men chosen for OCS. The other two were in 1953 and 1954.

Ordinarily, officer candidate enrollees have had college backgrounds and graduate from the school here

with Reserve commissions. Woolnough, as a Fleet candidate, received his commission as a member of the regular Navy and will continue to make the Navy his career. His first duty as an ensign will be in USS *Woodpecker* (AMS 209).

Leathernecks Have a Salty Vocabulary Too

Along with their magnificent combat record, the Marines have other points that set them apart. They have traditions of the Corps, and legends, for example. Also, the Corps has a salty vocabulary and many seagoing phrases.

A great many are similar to those used by all men of the sea. The "Semper Fi" boys, however, have a few of their own. They call their campaign ribbons "beer chits" (because with them and twenty-five cents, you can get a beer). Their company clerk-typist is called the "company clown." The "first soldier" refers to the first sergeant.

Probably everyone knows that the "DI" is the drill instructor, the one who pushes the boots around in such places as Parris Island.

But some may not know that the term for necktie is "field scarf" and the bugler makes "field music."

If you're ever around the "gunney" or any Marine, non-commissioned or not, don't let him hear you refer to a rifle as a gun.

The Navy phrase "take five," and the still older phrase "take a blow," (referring to the whale that surfaces to blow—that is, to get some air) has an equivalent you'll hear from Marines: "Loosen your pack and set a while." Or, "Take off your pack, Mac, you're not going anywhere."

Every Marine is a rifleman, and, like the Navyman, his first task is to fight. Therefore, you'll notice that most Marine stories, legends, and phrases have to do with combat, and their equipment.

BOOKS: PLENTY OF SEA STORIES FOUND IN THIS MONTH'S SELECTION

AMONG THE WIDE RANGE of books about the sea chosen by the Bureau of Naval Personnel's library staff, you are sure to find some to suit your taste as you browse through your ship or station library.

Sea Fights and Shipwrecks by Hanson W. Baldwin, for example, is a scholarly and highly readable venture into an area which has caused more inexperienced writers to founder unhappily. However, in the 18 episodes he has selected, Baldwin has again demonstrated his skill and technique.

He tells of the deaths of many ships, from 1816 to 1945 in every part of the world. Shipwreck and disaster, endurance and battle, mystery and mutiny, heroism and cowardice—all have a place in this book. He includes such standard subjects as the sinking of the *Lusitania* and the *Titanic*, but also tells of the storms which humbled the Third Fleet in 1944 and 1945 and the Battle for Leyte Gulf, with special notes written for this book by ADM Thomas

C. Kincaid, USN (Ret.), and FADM William F. Halsey, Jr., USN (Ret.), and the struggle at Okinawa and the Kamikaze planes. He also includes the story of the French frigate *Medusa*, the *Somers* incident, the sinking of a cranky Japanese submarine in 1910, the human torpedoes of World War I, the epic of the *Saginaw* gig, the *Mary Celeste* mystery, the tradition of the sea, "women and children first," said to have been established by the *Birkenhead* sinking.

A Sailor's Life, by Jan de Hartog, provides a complete change of pace. Despite its title, it is no autobiography of a sailor. It is a notebook of odd facts of life of a sailor at sea. It includes such subjects as seasickness, homesickness, navigational aids, windjammers, tugboats, ships, doctors, cabin boys, smugglers, bars and sweethearts. However, it is no textbook. There's sheer entertainment in the unexpected, in the sense of understanding and in the wry advice given to sea-struck youngsters.

Right Down the Line, edited by Charles A. Pearce, is more in the nature of a professional book and has a somewhat new approach in its treatment of the old subject of leadership. It advances the proposition that the difference between the good leader and his followers may be very slight and, at times, almost invisible and almost indefinable. The good leader, by force of his example, imparts to other men the qualities that are well developed in himself. More illustrations than text.

Make A Signal by Jack Broome, is a collection of signals, famous and infamous, made in, to, or about the British Navy. The author has made the book something more than this by his discussions on the qualities of the ideal signals and the circumstances that govern them. Although of special interest to communications personnel, you don't have to be an expert to understand and appreciate the many anecdotes and yarns that fill the book. Where a naval situation might be appreciated only by the initiated, he illustrates with a graphic and informal drawing. The implications of some of the saltier messages are left up to you. Not especially salty, perhaps, but we liked one mes-

sage he recorded: "That's fine. Now try the other foot."

Had enough of the sea? If so, you might try **High Adventure**, by Edmund Hilary. This is the latest book which tells of the conquest of Mt. Everest and, as such, tells the story by the man who was probably most responsible for the final victory by the British expedition. It tells of the weeks of labor, months of preparation and years of defeat which were brought to an end when Hilary and Tenzing Norgay finally stood at the peak of Everest.

It's exciting reading and, in spite of the many books previously published concerning the conquest of Mt. Everest, contains much that is new. The final section, which deals with the 1953 achievements, presents a many-times told tale from yet another angle, a very human, sometimes emotional, and always readable one.

On the other hand, **Angry Hills**, by Leon M. Uris, is just plain adventure tale without complications or overtones. It's concerned with the underground and espionage during the German invasion of Greece. There's the lovely peasant girl who nurses the hero back to life, another beautiful resistance operator whose children are held as hostages to ensure that she will cooperate with the enemy, battles, and a final narrow escape.

For history plus fiction with a cloak and dagger twist, you might try **Farewell to Valley Forge**, by David Taylor. In spite of the book's title, much of the action is laid in Philadelphia where the rebel Captain Jonathan Kimball is sent to round up much needed military and psychological information. The importance of his mission increases when Washington, fearing a peace movement with the British willing to grant all concessions except outright independence, determines upon a pitched battle with the major forces of the enemy at Valley Forge.

There is the usually beautiful heroine who cooperates with Jonathan in spying successfully until she is captured and, of course, it is his timely arrival which saves her.

Swiftly, but without losing its telling qualities, the story shifts from action at Valley Forge, Washington's inspired leadership and strategy, rumor-mongering General Charles Lee's betrayal, and the aid to the cause given by such historical familiars as Lafayette, Steuben, and Wayne.

SONGS OF THE SEA



When The Cruise Is Over

Ev'ry cloud has a silver lining,
Ev'ry summer cruise its end,
Ev'ry drill will have its recall,
Ev'ry trouble soon will mend.
And when the cruise is over,
And we sight old Bancroft Hall,
We'll go on leave a-shouting,
It's a good world after all! Ev'ry all.

Life in the 19th Century Navy



With wit and a deep sense of humanity, RADM Albert S. Barker tells of his career from ensign to admiral during one of the most significant periods of the U.S. Navy—from early days at Annapolis before the Civil War to his retirement as commander of the North Atlantic Fleet in 1905.

Albert Smith Barker was a typical product of his time. Graduated from Annapolis in 1862, he participated as a junior officer in the capture of New Orleans and the reduction of Port Hudson. After the Civil War he was active in the new spirit of scientific and mechanical development of the "New Navy," as described below, won considerable fame for his deep-sea soundings in 1882-1886 and later was attached to the Bureau of Navigation (now the Bureau of Naval Personnel). After he was made a member of the naval board of strategy, he commanded the cruiser Newark in the bombardment of Santiago in the Spanish-American War and in 1899 relieved Admiral George Dewey as Commander of the Asiatic Fleet. Shortly after his retirement in 1905, he was promoted to rear admiral. Born in Hanson, Mass., in 1843, he died in 1916.

Within a short time after his graduation from Annapolis, he was assigned to the side-wheeler Mississippi and thus took part in the battle of New Orleans and other operations on the lower Mississippi River. The tense voyage up the river in the face of enemy fire is described below.

MIDNIGHT APPROACHED while we still, eagerly waited, when suddenly two red lanterns were hung over the stern of *Hartford*, which was the signal for getting under way. All lights had been extinguished or properly screened aboard the ships, and in silence and in darkness the gun crews went to their stations at their respective guns.

Soon we were underway and in position astern of *Pensacola*, the second vessel in the line, *Cayuga* being the first, or leading vessel. Our ships were to reserve their fire until the enemy should open upon us, hence we steamed slowly up the river against the strong current in

silence, awaiting in intense suspense the first shot from the enemy.

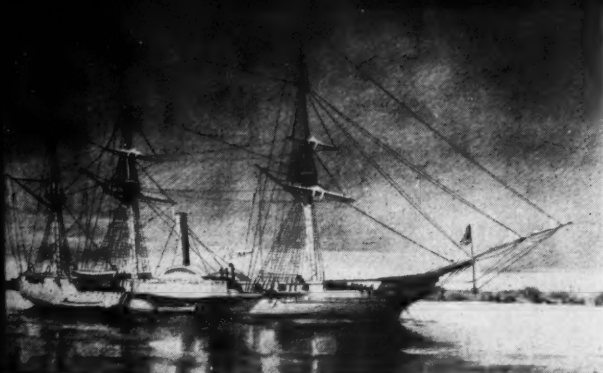
At last, a flash—the whiz of a shell over our decks, and the battle had begun. Fast and furious was the engagement now; the forts on both sides of the river firing as rapidly as possible, and our ships returning the fire as their guns could be brought to bear.

We nearly collided with the Confederate's ironclad *Louisiana* and exchanged shots with her while the muzzles of our respective guns were almost touching. Soon thereafter, what should be seen approaching in the darkness but the dreaded ram *Manassas*. Chief Boatswain's Mate Smith, while serving the howitzer in the fore top, saw the creature coming down upon us and gave the alarm. With a port helm *Mississippi* took a sheer which caused the ram to miss our port paddle wheel, but she struck us on our port quarter. Thanks to the thick planking, the wound, though serious, was not fatal.

A stand of grape came through the side of our ship, directly in front of me and in range of several of my men who were training a gun. The grape went through the mattress, but stopped with only one thickness of canvas to hold it! To this arrangement of hammock protection, therefore, several of us owed our lives.

The fleet was well above the forts when daylight broke. Upon looking down the river *Manassas* was seen heading up stream. Captain Warley, who commanded *Manassas*, had made a cruise in *Mississippi* and knew that she was a powerful ship. He dared not risk an encounter with a vessel of her size coming down with a swift current and under a full head of steam so he steered the ram into the bank. As we passed her our guns were fired at point-blank range while her crew

From *Everyday Life in the Navy*, by RADM Albert S. Barker, USN. Published by the Gorham Press, 1928, Boston, and reprinted with the permission of Bruce Humphries, Inc.



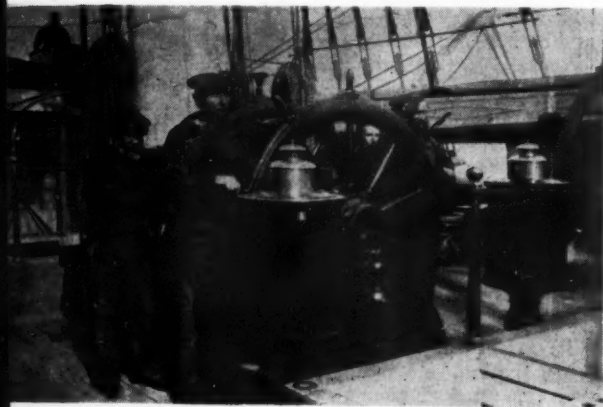
USS MISSISSIPPI was product of transitional period of Navy's development; neither completely sail nor steam.

were jumping ashore. As soon as possible our boats boarded the craft, my own boat being the first to reach her. But everyone had left the ram, valves had been opened and her machinery injured. It was found impracticable to get her off at that time so our boats were recalled and she was set on fire. Afterwards she slipped off into deep water floated some distance down stream, and finally sank or blew up.

Farragut had the whole fleet make a short stop at the Quarantine station, and then we proceeded on up the river. Excitement and joy over the victory ran high, and people who had not been even on friendly terms before, embraced each other and wept with joy. For the moment etiquette was suspended; man greeted man with enthusiasm born of passing successfully through great danger with nerves at highest tension.

Soon we were under way again, steaming higher up the river, for no time could be lost; and at last we reached a point where Farragut decided to anchor for the night; and there we buried the dead.

Meanwhile ADM Farragut had come up from New Orleans past the Port Hudson batteries and blockading the Red River. He was convinced that control of the lower Mississippi depended upon the occupation of Baton Rouge as a base of operations against the lower Confederate stronghold at Port Hudson, which blocked the way to an advance up the river. Below, ADM Barker tells of Mississippi's role in this attempt.



NAVYMEN of today carry on traditions which, in part, were first established by these wheelmen of Hartford.

ON THE 14TH OF MARCH, at nine-fifteen at night, the signal agreed upon for getting under way was made by the flag ship *Hartford*, which with *Albatross* lashed on her port side, led the way; next in order was *Richmond* with *Genesee* alongside; then came *Monongabela* and *Kineo*, followed by *Mississippi*, which, being a side-wheeler, was given no consort. The action began at about eleven at night. To support the fleet were mortar vessels and *Essex*, which kept up a constant bombardment until the action was over. *Hartford* and *Albatross* ran past the batteries without material injury, but the other vessels failed to get by. *Richmond* was disabled and dropped down; *Monongabela* grounded. She got off, but in doing so, her engine gave out and she had to drop down out of range.

Mississippi proceeded along all right until she had to stop to avoid running into *Monongabela*; then in the darkness and smoke, the pilot lost his bearings and miscalculated his position. When he thought we were at the sharp turn, the helm was put a-starboard, but unfortunately it was a little too soon, for *Mississippi* grounded on the spit, listing so much to port that the starboard broadside guns ran into a taut breeching.

For half an hour efforts were made to get her afloat by backing the engines at full speed and by throwing overboard such weights as practicable, but without success.

All this time we were under the concentrated fire of the shore batteries, the forward part of the ship suffering the most. When it was found we could not get the vessel afloat, preparations were made to abandon her and the Captain sent Lieutenant Dewey and Ensign Batcheller to set fire to the ship, which they did on the lower deck, at the same time sending word to all on deck whom they found at their stations.

My division of guns was on the quarter deck. I was busy with sighting a gun and was much surprised at the orders, and it was some little time before I knew that orders had been given to leave the ship, because the men were called from the forward divisions first. The enemy's shell set *Mississippi* on fire at once, but this was put out. I remember that our gunner, Mr. Cope, could not believe the orders to abandon ship were authorized and so expressed himself emphatically as he poked his head through the after hatch. He had been below in the after magazine and was ignorant of the situation until he came on deck.

This incident typifies the experiences of a Navyman in the period of the Civil War. The sailor of the mid-nineteenth century, both in battle and in time of peace, found himself in an era of changing tactics and strategy, of new types of ships and equipment. After the war, Barker served in various ships and stations in different parts of the world for several years and was ultimately assigned to Newport for further training. Below he tells in considerable detail of a series of experiments which were to have far-reaching effects on Navy ordnance and, in doing so, reveals the concepts prevalent at that time.

ON THE FIRST of September, according to my orders, I reported for instruction at the Torpedo Station at Newport. Four of us, Lieutenant Commanders Picking, Chester, Morris, and I took a house in Bath Road, where we lived simply.

Here we took up the study of electricity and chemistry, much to my personal advantage and satisfaction,

ALL HANDS

under Professor Farmer, a practical electrician of world-wide reputation, and Professor Hill an interesting instructor in physics and chemistry, who was blown up years later in a mill where explosives were manufactured.

It was during the summer following that I experimented with dynamite, firing it first in small quantities in improvised tubes and finally from twenty-four pounder howitzers, filling the shells with dynamite and firing them from howitzers using full powder charges. There is no doubt that I was the first in our country to fire high explosives in shells.

One of the chief sources of apprehension in the use of high explosives for charging projectiles arose from the belief that the highly dangerous fulminate of mercury fuse was necessary for their complete detonation.

On the 18th of May, 1874, while at the Torpedo Station, certain experiments—made by me, I am sure, at the suggestion of Professor Farmer—seemed to prove that the fulminate of mercury fuse was not required as a simple gunpowder fuse would detonate both nitroglycerine and dynamite, if either the gunpowder or the high explosive were confined in a strong metallic case.

Trying to prove this point, I first placed the platinum wire of an ordinary station fuse, connected to a Farmer electrical machine, on yarns soaked in nitroglycerine.

Although the wire was melted and the yarns were set on fire, the nitroglycerine did not explode. This was repeated a number of times with varying lengths of platinum wire, and even with two wires, but no explosion resulted.

But when I tried one and a half ounces of nitroglycerine in an iron tube, with a Stowell metal fuse of rifle powder, the nitroglycerine detonated.

Again the same was tried with an ordinary station fuse of rifle powder in a wooden case, and detonation resulted, and the same fuse and same high explosives in a tin case produced the same result, while in a paper case there was no detonation.

After this I tried first nitroglycerine, then dynamite in paper cases, a copper case fuse with mealed powder, and each high explosive detonated.

I then concluded that my premise was proved, and that we could do away with the highly dangerous fulminate fuse.

This result gave a new impulse to the desire I long had entertained of ascertaining whether or not shells filled with dynamite could safely be fired from great guns—cannon.

Accordingly, I submitted to Captain Simpson, who was then in command of the station, a list of experiments I wished to make in order to ascertain certain facts, and should these experiments warrant me in so doing, I then should desire to make others as follows:

1st. To fire from a musket or rifle, a brass tube or metallic case filled with dynamite.

2nd. To put dynamite or nitroglycerine in a shell and explode it with an ordinary time fuse.

If this should detonate the charge in the shell, then

3rd. To fire a shell filled with dynamite from a howitzer, against a rock, if possible, so that should the shock of the discharge fail to detonate the dynamite in the shell, it could be seen if the impact of the shell against the rock would do it.

4th. To fire an ordinary shell filled with dynamite and fitted with ordinary service fuse.

Captain Simpson cheerfully granted my request.



FIRE, grounding and Confederate shells doom Mississippi as Union Fleet attempts to fight way past Port Hudson.

In trying the effect of fulminate of mercury on nitroglycerine, I used common gas tubing plugged at one end with wood for the inner tube, with a good iron outer tube, the fuse being between.

Other trials were made with fulminate of mercury fuses, and then I tried mealed powder. From all these experiments a necessity for some kind of gun was shown, and accordingly, a small gun of wrought iron was made and finally bolted to a block of wood. From this, I fired small brass tubes, each containing a quarter of an ounce of dynamite.

After a satisfactory number of experiments with the small gun, I then conducted a number of experiments with twenty-four pounder shells at rest, in the bomb proofs at Rose Island.

When satisfied with experiments with shells at rest, a twenty-four pounder howitzer was transported from the Torpedo Station to Rose Island, mounted in one of the bomb proofs, and made ready for firing shells.

The cartridges used were the ordinary service charges, and the gun was fired in every respect as it would have been fired ordinarily in service, except that the vent was filled with powder, which was then fired by an electrical charge.

No measures were taken to reduce the shock of discharge on the projectile in any of these trials.

The first shell fired from the howitzer was nearly full of dynamite and was fired into a thick wall thirteen feet distant. It exploded on impact, making a hole in a solid wall seven inches in depth but considerably spread out; the rock was pulverized and seventy-five pieces of shell were picked up.

When a sufficient number of shells had been fired at short distance, I then fired shells filled with dynamite from the bomb proof up in the bay.

Summing up the results of the experiments:

I found that the fulminate of mercury fuse, then supposed to be the only available force for such work, containing only twenty grains, would tear through the metal case employed, making a premature explosion; hence all further experiments with it ceased.

The next series showed that in no case did the shock of a powder fuse, whether with a metallic or a wooden case, detonate nitroglycerine when it was separated from the fuse by a metal diaphragm, and in no case was there a premature explosion in all of the experiments with the wrought-iron gun, although the best rifle powder was used with varying charges.

The result of firing shells charged with dynamite

from howitzers was very satisfactory. There were no premature explosions.

From man-made explosions we move to the natural type, in touching another interesting episode in the career of a 19th century Navyman. In 1883 the island of Krakatao, a volcanic island in Sunda Strait between Java and Sumatra, literally exploded as a result of volcanic activities. Regarded as one of the greatest natural catastrophes of modern times, the explosion altered the configuration of the strait and so great was the volume of ashes and debris poured out that new islands were formed and debris was scattered across the Indian Ocean as far as Madagascar. The initial eruption and following tidal wave caused great destruction and loss of life. Now in command of Enterprise, Barker here gives his account of the disaster.

We had noticed fine particles of pumice stone floating on the surface of the water, but it did not impress any of us as of particular importance, although we could see no reason for its presence.

During the night the weather was very thick with deluges of rain and vivid lightning. When we had steamed within an estimated distance of ten miles of Flat Cape Light, without seeing it, I hauled away from land, as the night was extremely disagreeable, and I preferred to wait daylight before continuing on our course.

In the morning we made out land, but the weather was so thick and rainy we did not see Flat Cape until after ten o'clock.

All the morning we were passing through large quantities of drifting pumice stone and floating uprooted trees and other debris, with occasionally dead bodies of men and animals. It now was plain that some awful catastrophe had taken place, but just what it was we could form no opinion. As we entered the straits of Sunda, the drift of pumice and trees became thicker, some blocks of pumice being larger than a bushel basket.

A course was shaped to take us through the Bezee Channel, when we made out a Dutch man-of-war heading for us.

She proved to be the ironclad *Prins Hendrick*, and when within hail, her captain sent an officer to tell us of the appalling eruption of Krakatao, accompanied by an earthquake and tidal wave, which had occurred seven days earlier on the twenty-seventh of August.

He stated that Flat Cape Lighthouse had been so damaged that the light could not be shown; that Bezee Channel had been blocked up; that thousands of people had been drowned by the tidal wave; that the town of Angier, as well as smaller towns in the neighborhood, had been utterly destroyed and that there was so much pumice stone in the water on the Sumatra side of the channel that vessels could not communicate with the shore.

I volunteered to remain and assist in warning incoming vessels, but Captain McLeod did not think it necessary, preferring that I continue on to Batavia, taking his despatches to the Admiral there. I anchored in the straits that night and the next day continued on by way of the main channel through the straits. As we passed Krakatao Island, we could see how greatly it had been altered by comparing its present appearance with sketches taken previously. Two-thirds of the

island, at least, had disappeared. It looked as though one of Milton's Satanic spirits had struck it with an infernal cleaver, cutting away the greater portion and burying it in the sea.

New small islands had appeared in the neighborhood, almost level with the surface of the water. Angier had been swept clean of buildings and trees. We could see a portion of the base of the old lighthouse, and the stump of the big banyan tree which had been one of the old land marks.

On the fourth of September we reached Batavia. The anchorage was about a mile and a half from the end of the pier, which was another mile and a half from the customhouse up the canal. The captain of a sailing vessel in port told me that he had been in the straits at the time of the eruption and that fire balls and hot ashes fell on his ship, damaging her considerably.

The day after my arrival, I was surprised to see *Juniata* coming in from Singapore. Commander P. F. Harrington brought telegraphic orders from the Secretary of the Navy for *Juniata* and *Enterprise* to go to the Straits of Sunda to warn vessels. The Department did not know at the time that *Enterprise* already had been there and had offered assistance. However, to obey orders, *Juniata* left Batavia on the seventh and as soon as the calkers had finished calking the deck of *Enterprise*, I prepared to go also, although the Dutch Admiral did not think it necessary that either of our vessels should go.

A number of us called officially on the Governor General, the Hon. F. St. Jacob.

He told me that on the Sumatra side, the tidal wave rushed up a valley to a point thirty miles from sea and reached the base of the house of the resident Governor, which was one hundred and five feet above sea level!

Upon our return to our station we learned that the small island of Tempoza had been entirely stripped of trees and bushes. Along the coast and also on Merak Island it looked as though masses of the earth had been displaced, which would be a natural consequence of uprooting many trees and washing them into the sea; but the soundings which we took agreed with those given on the chart.

Having reached Anjer, I anchored and, with several of the officers, went ashore. The desolation of the place was truly appalling. Practically everything above ground had been swept away. Only rows of brick marked the foundations of the buildings. Bricks and coral were scattered broadcast over the land. Every tree in the town proper either had been twisted off just above the surface of the ground, or had been torn up by the roots. From the battery, where a few guns were lying on the ground, we walked back a mile or more to where a few coconut and other trees were standing on ground higher than the town level. Their branches—those which had had branches—had been twisted off perhaps thirty feet from the ground, while the trees themselves were covered with ashes. It looked as though the tidal wave had gone up at least thirty feet in that neighborhood, after which great quantities of ashes must have fallen.

From Anjer we steamed over to Thwartway Island and anchored off its southern side, where some of us went on shore to examine more closely the effects of the tidal wave. Not a vestige of soil or earth remained in the valleys that I examined through which the tidal wave had rushed. Stone and coral and boulders were in the valleys and much drift wood, but no trees nor even roots of trees and no soil.

The western side of the island looked as if portions had been split off. Only the trees on the higher portions of the island which the tidal wave did not reach, remained, and from a distance it had the appearance of an island split into parts.

From Thwartway we steamed over towards Krakatau, taking soundings continually and comparing them with those noted on the charts. When within about five miles of the island, we found a shallow spot of fourteen fathoms, but before another cast could be taken, we had passed over the shoal spot, and notwithstanding a prolonged search we could not find it again.

While engaged in searching for this, a new island that had appeared began to show signs of activity.

Puffs of smoke and dust ascended and at the same time a line of breakers started, extending across from Bezee Island to Krakatau.

We thought that another tidal wave might be forming; hence hatches and ports were closed quickly and the ship was headed away from the danger, but nothing of importance came of it, although the Chief Engineer said that the temperature of the injection water went up four degrees.

After this we steamed within about three miles of the new island called by the Dutch, Calmeijer, and skirted within a mile and a half of Krakatau, which

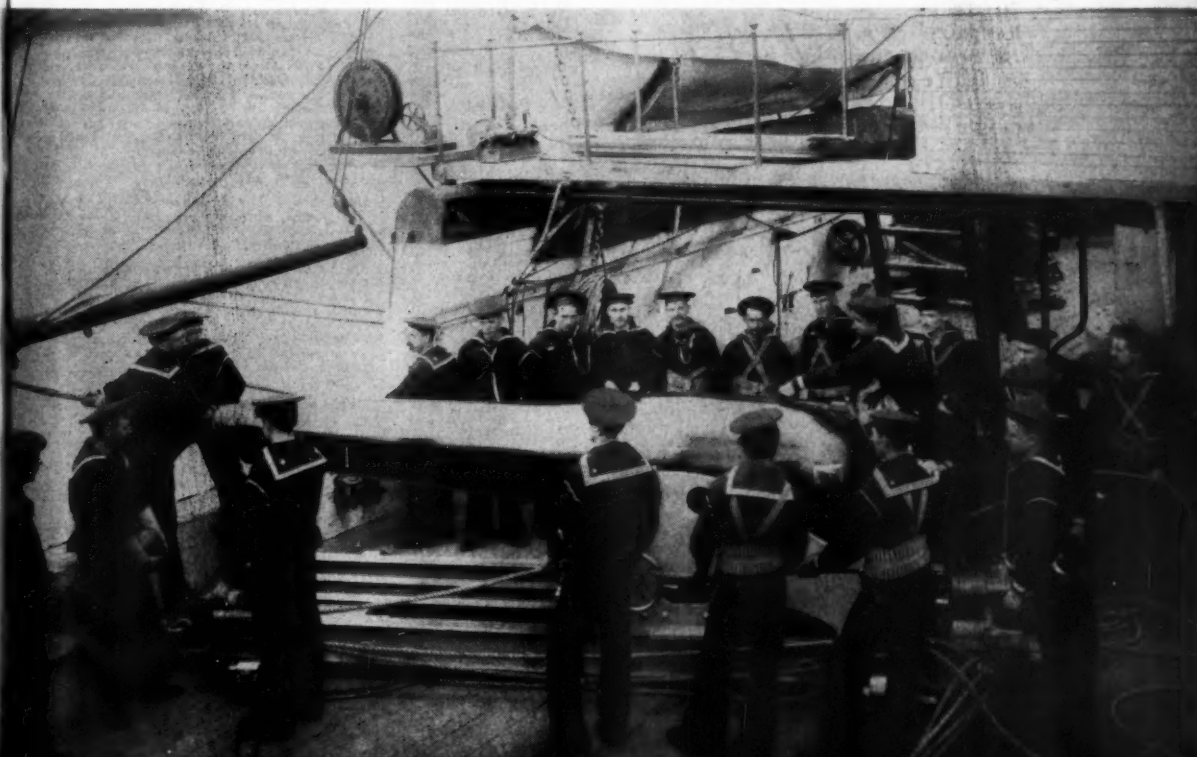
still had a cloud of smoke and fine dust hanging above it.

From the south and west the island looked like a huge cocked hat. Krakatau had been five miles in length, but it was now perhaps a third as long. Not a green thing was visible. Its sides were covered with ashes. Huge rents or gullies extended from the top to the bottom in irregular lines, and in several places it looked as though the island had been split, but I suppose this was an optical illusion.

When it became dark *Enterprise* was allowed to drift under fore and aft sail, but in a short time the light of a steamer was seen in the direction of Bezee Channel and soon we sent up a rocket and fired a gun. The vessel proved to be *Prins Hendrick* which I boarded, being anxious to learn the news at first hand. Her captain said that he had been in Semangka Bay several days and had sent two boats to the shore to investigate; that while they were gone from the ship, the wind drove the pumice stone into the bay in such large quantities that the boats could not return to the ship. Seeing that the crews had landed and were therefore in no danger of starving, he signalled to them that he would leave the bay at once, lest he might not be able to get out at all.

While steaming out, the fine pumice stone had got into some portion of his machinery, disabling it temporarily, whereupon he dropped anchor in sixty fathoms of water! When repairs were completed he steamed slowly ahead through the drift which he estimated to be about three feet thick and consisting almost wholly of pumice stone. At last he made out to reach comparatively clear water. That was where *Enterprise* located the ship about which authorities were concerned.

PIVOT GUN of USS *Enterprise*, commanded by RADM Barker after Civil War. His research helped improve efficiency.



TAFFRAIL TALK

John Hinni, TD3, attached to Fleet Airborne Electronic Training Unit, Norfolk, Va., likes cowboy and Indian movies, but for a different reason than most spectators. He's an authority on Indian war bonnets. He's completed 15 of the intricate headpieces, each one authentic down to the smallest detail and some which contain as many as 35,000 pieces.

His specialty is the Sioux bonnet. Each one contains an intricate tribal legend told in bead design. These tales, each one different, tell of the redman's spirits and beliefs.

"But those movies," groans Hinni. "They make me laugh. Invariably you see a band of Apaches come tearing over a hill wearing Sioux bonnets. *Everybody* knows the Apaches never wore bonnets."



And at Pensacola, Fla., a Cheyenne Indian, Lawrence Hart, was named Saufley Field's "Student of the Week." His tribal name for the present is Black Beaver but according to tradition this is changed when a warrior returns home.

And what will his new name be? "Sky Warrior, of course," says NavCad Hart.

★ ★ ★

Here are two incidents which give real meaning to the term "shipmate."

One of the crew members of *uss Gregory* (DD 802) received word that his newly born son had just died. He was then faced with the difficult problem of getting home to his wife in Iowa as fast as possible. But he was in San Diego, Calif., with limited funds. A tarpaulin muster held by the men of his division netted \$90—enough to enable him to fly home immediately.

The second incident also occurred on board *Gregory*. The entire crew contributed \$258 to defray the heavy expenses that hit another shipmate whose wife was undergoing extensive surgery after a serious automobile accident.

★ ★ ★

On the invitation extended by San Diego submariners, naval aviators on the staff of Commander Fleet Air Wing 14 regularly take short cruises in submarines to pick up valuable information concerning the latest developments and tactics of their underwater enemy. Wing 14 uses P5M *Marlins* which are primarily designed to seek out and destroy enemy subs.

★ ★ ★

We're always interested in naval traditions and customs, and the use of naval terminology. Just the other day we were thinking that a fairly full zoo could be made out of naval terms. See if you know all of these: Camel, lizard, dolphin, mouse. Of course there are more, just thought we'd drop a conversation piece your way—something to tell to your landlubber friends.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 23 Jun 1955, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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Distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin.

• AT RIGHT: AWAY THE LCVP. USS *Whitmarsh* (LSD 8) lowers one of her two LCVPs by way of a 35-ton crane. LSDs carry two such landing craft for amphibious landings, movement of stores and personnel.

ALL HANDS

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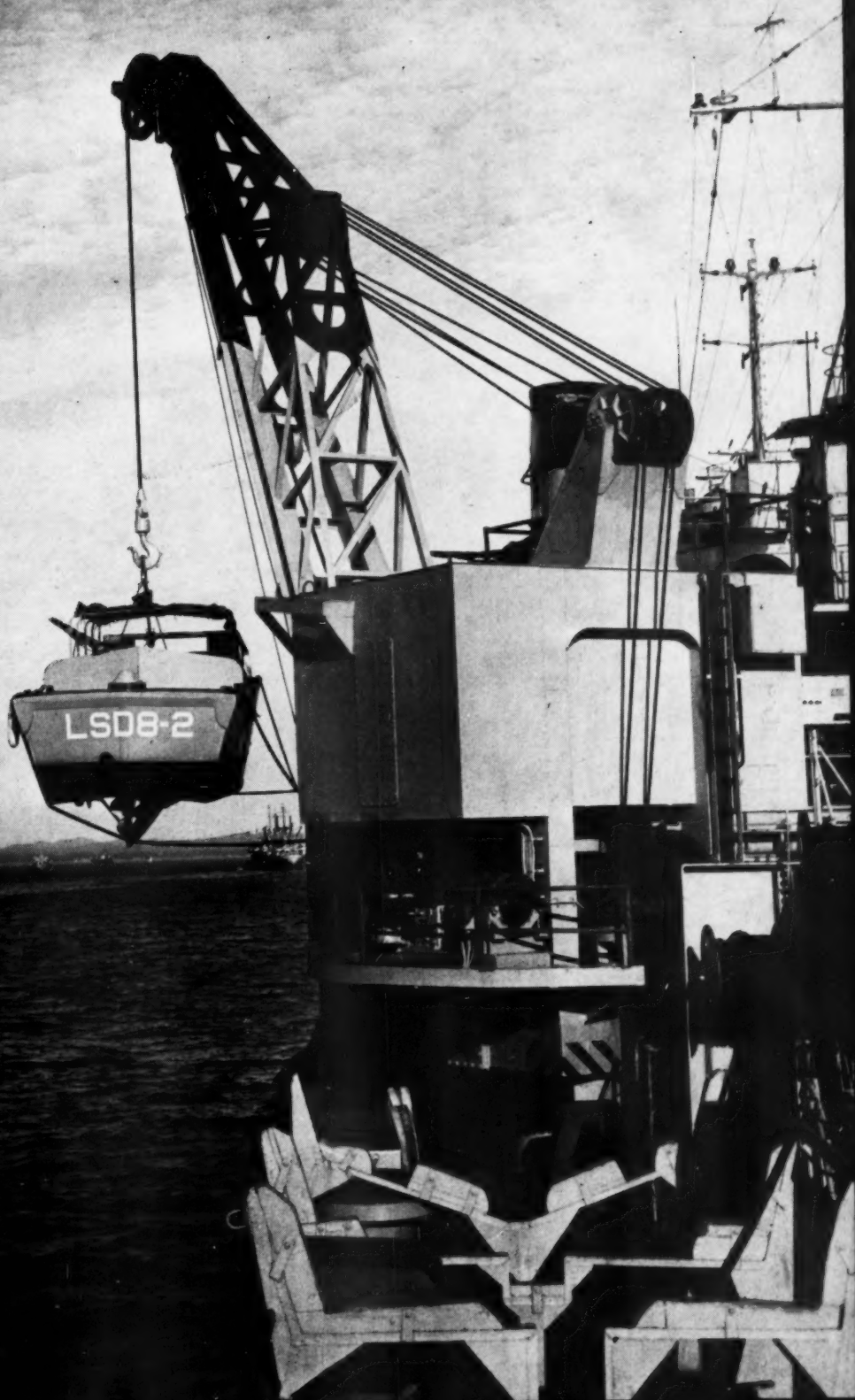
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